

*Technical Appendix – Volume 1 of 2
(Appendix A – R)*

**lone Band Of Miwok Indians
Casino / Hotel Proposal
Traffic Impact Analysis**

prepared for

Analytical Environment Services

prepared by

TYLIN INTERNATIONAL | CCS

August 2, 2005

*Lone Band of Miwok Indians –
Casino/Hotel Proposal*
TRAFFIC IMPACT ANALYSIS

**Technical Appendix
Volume 1 of 2
(Appendix A – R)**

Prepared for

Analytical Environmental Services

Prepared by

T.Y. Lin International | CCS
10365 Old Placerville Road, Suite 200
Sacramento, CA 95827
(916) 366-6331

August, 2005

Project # 340283.00

APPENDIX A

Intersection Operations Calculations Existing (No Project) Condition

 Ione Casino
 Existing No Project Friday
 PM Peak Hour

 Ione Casino
 Existing No Project Friday
 PM Peak Hour

Scenario Report

Existing No Project Friday

Turning Movement Report

Existing

Command: Existing No Project Friday
 Volume: PM Peak Hour
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: Existing
 Trip Distribution: Existing
 Paths: Existing
 Routes: Existing
 Configuration: Existing

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#1 Latrobe / Old Sacramento									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#6 SR-49 / Miller Way									
Base	26	146	0	92	4	3	0	11	0
Added	0	0	0	0	0	0	0	0	0
Total	26	146	0	92	4	3	0	11	0
#7 SR-49 / Main-Fiddletown									
Base	46	115	224	14	99	17	13	60	42
Added	0	0	0	0	0	0	0	0	0
Total	46	115	224	14	99	17	13	60	42
#8 SR-49 / Poplar									
Base	34	449	0	253	6	6	0	38	0
Added	0	0	0	0	0	0	0	0	0
Total	34	449	0	253	6	6	0	38	0
#9 SR-49 / Empire									
Base	110	447	5	3	308	6	9	1	88
Added	0	0	0	0	0	0	0	0	0
Total	110	447	5	3	308	6	9	1	88

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project Friday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#10 SR-49 / SR-16									
Base	187	0	0	0	0	295	321	140	204
Added	0	0	0	0	0	0	0	0	0
Total	187	0	0	0	0	295	321	140	204
#11 SR-49 / Main (Drytown)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#12 SR-49 / Water-Anador Creek									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#13 SR-49 / Gopher Flat									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#14 SR-49 / Eureka									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#15 SR-49 / Church									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#16 SR-49 / Ridge-SR-104 (Begin Anador Bypass)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#17 SR-49 / Jackson Gate-Ione Martell									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#18 SR-49 / SR-88 (North)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#19 SR-49 / Sutter									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#20 SR-49 / Hoffman									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#21 SR-49 / Main (Jackson)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#22 SR-49 / SR-88 (South)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#23 SR-16 / SR-124									
Base	9	0	102	0	0	0	0	518	17
Added	0	0	0	0	0	0	0	0	0
Total	9	0	102	0	0	0	518	17	17
#24 SR-16 / Latrobe (Anador)									
Base	0	0	126	0	5	4	382	0	206
Added	0	0	0	0	0	0	0	0	0
Total	0	0	126	0	5	4	382	0	206
#25 SR-104 (Preston) / SR-124 (North)									
Base	101	182	130	32	198	30	23	18	73
Added	0	0	0	0	0	0	0	0	0
Total	101	182	130	32	198	30	23	18	73
#26 SR-104 (Main) / SR-124 (Church)									
Base	167	6	11	2	7	15	31	175	212
Added	0	0	0	0	0	0	0	0	0
Total	167	6	11	2	7	15	31	175	212
#27 SR-104 / SR-88									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Ione Casino

Existing No Project Friday PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
#28 SR-88 / SR-124													
Base	0	0	3	0	137	127	371	0	0	2	911		
Added	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	3	0	137	127	371	0	0	2	911		
#29 SR-88 / SR-12 (North)													
Base	0	0	66	0	348	460	379	0	0	214	50	1517	
Added	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	66	0	348	460	379	0	0	214	50	1517	
#30 SR-88 / SR-12 (South)													
Base	29	729	2	3	448	240	253	1	18	2	3	2	1730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	729	2	3	448	240	253	1	18	2	3	2	1730
#31 SR-88 / Kettleman													
Base	17	532	15	5	338	77	212	80	25	13	59	6	1379
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	532	15	5	338	77	212	80	25	13	59	6	1379
#32 SR-12 / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#33 SR-12 / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#34 Kettleman / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#35 Kettleman / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#36 SR-49 / Pleasant Valley													
Base	99	0	159	0	0	0	385	179	207	242	0	1271	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	99	0	159	0	0	0	385	179	207	242	0	1271	0

Ione Casino

Existing No Project Friday PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
#37 SR-16 / Ione													
Base	53	0	1	0	0	0	428	129	0	206	0	817	
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	53	0	1	0	0	0	428	129	0	206	0	817	
#38 SR-16 / Murietta South Pkwy													
Base	0	0	1	7	2	84	172	556	0	1	252	8	1083
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	1	7	2	84	172	556	0	1	252	8	1083
#39 SR-16 / Murietta Pkwy													
Base	88	117	33	33	68	106	187	625	107	27	272	33	1696
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	88	117	33	33	68	106	187	625	107	27	272	33	1696
#40 SR-16 / Stone House													
Base	0	0	0	68	0	4	13	851	0	0	405	37	1378
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	68	0	4	13	851	0	0	405	37	1378
#41 SR-16 / Latrobe (Sac)													
Base	5	0	2	5	0	25	32	827	12	2	443	8	1361
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	5	0	2	5	0	25	32	827	12	2	443	8	1361
#42 SR-16 / Dillard													
Base	61	0	85	0	0	0	743	166	52	382	0	1489	
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	61	0	85	0	0	0	743	166	52	382	0	1489	
#43 SR-16 / Sloughhouse													
Base	4	0	52	0	0	0	0	899	8	28	509	0	1500
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	0	52	0	0	0	0	899	8	28	509	0	1500
#44 SR-16 / Grant Line													
Base	0	217	52	105	312	54	77	743	2	41	354	39	1996
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	217	52	105	312	54	77	743	2	41	354	39	1996
#45 SR-16 / Sunrise													
Base	4	315	55	314	796	113	79	460	21	35	243	165	2600
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	4	315	55	314	796	113	79	460	21	35	243	165	2600

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project Friday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
#46 SR-16 / Excelsior													
Base	18	43	57	9	130	72	106	538	174	98	291	17	1553
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	43	57	9	130	72	106	538	174	98	291	17	1553
#47 SR-16 / Bradshaw													
Base	59	625	41	331	1071	468	257	503	74	53	279	117	3878
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	59	625	41	331	1071	468	257	503	74	53	279	117	3878
#101 SR-49 / Project Access													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#174 SR-49 / Project Service Access													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#176 Internal Project Intersection													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	26	146	0	0	92	4	3	0	11	0	0	0
7 SR-49 / Main-	46	115	224	14	99	17	13	60	42	105	51	12
8 SR-49 / Popla	34	449	0	0	253	6	6	0	38	0	0	0
9 SR-49 / Emplr	110	447	5	3	308	6	9	1	88	1	6	2
10 SR-49 / SR-16	187	0	81	0	0	0	0	295	321	140	204	0
23 SR-16 / SR-12	9	0	102	0	0	0	0	518	17	48	351	0
24 SR-16 / Latro	0	0	126	0	5	4	382	0	0	206	85	0
25 SR-104 (Prest)	101	182	130	32	198	30	23	18	73	128	16	21
26 SR-104 (Main)	167	6	11	2	7	15	31	175	212	3	130	3
28 SR-88 / SR-12	0	0	0	3	0	137	127	371	0	0	271	2

Intersection Volume Report
Base Volume Alternative

Ione Casino
Existing No Project Friday
PM Peak Hour

Ione Casino
Existing No Project Friday
PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Impact Analysis Report
Level Of Service

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	26	146	0	0	92	4	3	0	11	0	0	0
7 SR-49 / Main-	46	115	224	14	99	17	13	60	42	105	51	12
8 SR-49 / Poplar	34	449	0	0	253	6	6	0	38	0	0	0
9 SR-49 / Empir	110	447	5	3	308	6	9	1	88	1	6	2
10 SR-49 / SR-16	187	0	81	0	0	0	0	295	321	140	204	0
23 SR-16 / SR-12	9	0	102	0	0	0	0	518	17	48	351	0
24 SR-16 / Latro	0	0	0	0	126	0	5	4	382	0	0	206
25 SR-104 (Prest)	101	182	130	32	198	30	23	18	73	128	16	21
26 SR-104 (Main)	167	6	11	2	7	15	31	175	212	3	130	3
28 SR-88 / SR-12	0	0	0	3	0	137	127	371	0	0	271	2

Intersection	Base			Future			Change
	Del/	V/		del/	V/		
# 6 SR-49 / Miller Way	A	9.2	0.000	A	9.2	0.000	+ 0.000 D/V
# 7 SR-49 / Main-Fiddletown	C	19.9	0.000	C	19.9	0.000	+ 0.000 D/V
# 8 SR-49 / Poplar	B	10.9	0.000	B	10.9	0.000	+ 0.000 D/V
# 9 SR-49 / Empire	C	21.4	0.000	C	21.4	0.000	+ 0.000 D/V
# 10 SR-49 / SR-16	D	25.3	0.000	D	25.3	0.000	+ 0.000 D/V
# 23 SR-16 / SR-124	B	13.6	0.000	B	13.6	0.000	+ 0.000 D/V
# 24 SR-16 / Latrobe (Amador)	C	17.1	0.000	C	17.1	0.000	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	E	41.7	0.000	E	41.7	0.000	+ 0.000 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	18.6	0.000	C	18.6	0.000	+ 0.000 D/V
# 28 SR-88 / SR-124	B	11.2	0.000	B	11.2	0.000	+ 0.000 D/V

Ione Casino
 Existing No Project Friday
 PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	NO	???
# 7 SR-49 / Main-Fiddletown	NO	???
# 8 SR-49 / Poplar	NO	???
# 9 SR-49 / Empire	NO	???
# 10 SR-49 / SR-16	NO	???
# 23 SR-16 / SR-124	NO	???
# 24 SR-16 / Latrobe (Amedor)	NO	???
# 25 SR-104 (Preston) / SR-124 (North)	NO	???
# 26 SR-104 (Main) / SR-124 (Church)	NO	???
# 28 SR-88 / SR-124	NO	???

Ione Casino
 Existing No Project Friday
 PM Peak Hour

Signal Warrant Report

 Intersection #6 SR-49 / Miller Way
 Base Volume Alternative: Peak Hour Warrant NOT Met
 Movement: North Bound South Bound East Bound West Bound
 L - T - R L - T - R L - T - R L - T - R
 Approach: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
 Control: 1 0 1 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0
 Lanes: 29 162 0 0 102 4 3 0 12 0 0 0 0
 Final Vol.: xxxxxx xxxxxx 9.2
 ApproachDel: xxxxxx
 Approach[easbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: {vehicle-hours=0.0}
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: {approach volume=15}
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: {approach count=3} {total volume=312}
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Ione Casino
Existing NO Project Friday
PM Peak Hour

Signal Warrant Report
Intersection #7 SR-49 / Main-Fiddletown
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	0	1	0	0	0	1	0	0	1	0	0	1	
Lanes:	0	1	0	0	0	1	0	0	1	0	0	1	
Final Vol.:	48	120	235	15	104	18	14	63	44	110	53	13	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.4		19.9	

Approach[eastbound] [lanes=2] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.4]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=120]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=836]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound] [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=1.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=176]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=836]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino
Existing NO Project Friday
PM Peak Hour

Signal Warrant Report
Intersection #8 SR-49 / Poplar
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	0	1	0	0	0	0	0	0	1	0	0	0	
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	
Final Vol.:	37	483	0	0	272	6	6	0	41	0	0	0	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.9		xxxxxx	

Approach[eastbound] [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=47]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=845]
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino
Existing No Project Friday
PM Peak Hour

Signal Warrant Report

Intersection #9 SR-49 / Empire

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 0
Final Vol.: 117 475 5 3 327 6 10 1 94 1 6 2
ApproachDel: xxxxxx 12.3

Approach(eastbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=104]
Signal Warrant Rule #3: [approach count=4] [total volume=1048]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1048]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing No Project Friday
PM Peak Hour

Signal Warrant Report

Intersection #10 SR-49 / SR-16

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0
Final Vol.: 194 0 84 0 0 0 0 0 0 306 333 145 211
ApproachDel: 25.3 xxxxxx xxxxxx

Approach(northbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=278]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1273]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing No Project Friday
PM Peak Hour

Signal Warrant Report

 Intersection #23 SR-16 / SR-124

 Base Volume Alternative: Peak Hour Warrant NOT Met

 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0 0
 Final Vol.: 9 0 105 0 0 0 0 0 535 18 50 363 0
 ApproachDel: 13.6 xxxxxx

 Approach(northbound){lanes=2}[control=Stop]
 Signal Warrant Rule #1: {vehicle-hours=0.4}
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: {approach volume=115}
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: {approach count=3}[total volume=1080]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing No Project Friday
PM Peak Hour

Signal Warrant Report

 Intersection #24 SR-16 / Latrobe (Amador)

 Base Volume Alternative: Peak Hour Warrant NOT Met

 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 1 0
 Final Vol.: 0 0 0 0 132 0 5 4 399 0 0 215 89
 ApproachDel: xxxxxx 17.1 xxxxxx

 Approach(southbound){lanes=1}[control=Stop]
 Signal Warrant Rule #1: {vehicle-hours=0.6}
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: {approach volume=137}
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: {approach count=3}[total volume=844]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing No Project Friday
PM Peak Hour

Signal Warrant Report
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Base Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
 Final Vol.: 107 192 137 34 209 32 24 19 77 135 17 22
 ApproachDel: xxxxxx xxxxxx 15.2 41.7
 Approach[eastbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.5]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=120]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=1004]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach[westbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=2.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=174]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=1004]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing No Project Friday
PM Peak Hour

Signal Warrant Report
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Base Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
 Final Vol.: 177 6 12 2 7 16 33 186 225 3 138 3
 ApproachDel: 18.6 11.0 xxxxxx
 Approach[northbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=1.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=195]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=808]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach[southbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=25]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=808]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing No Project Friday
PM Peak Hour

Signal Warrant Report

Intersection #28 SR-88 / SR-124

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 0 1 0
Final Vol.: 0 0 0 0 3 0 149 138 402 0 0 0 294 2
ApproachDel: xxxxxx 11.2 xxxxxx xxxxxx

Approach(southbound) {lanes=2} {control=stop}
Signal Warrant Rule #1: {vehicle-hours=0.5}
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: {approach volume=152}
SUCCEEDED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: {approach count=3} {total volume=988}
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing No Project Friday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #6 SR-49 / Miller Way

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: A [9.2]

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

Volume Module:
Base Vol: 26 146 0 0 92 4 3 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 1.00 1.00
Initial Base: 26 146 0 0 92 4 3 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 1.00 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 29 162 0 0 102 4 3 0 12 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 29 162 0 0 102 4 3 0 12 0 0 0

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

Capacity Module:
Conflict Vol: 106 xxxxx xxxxx xxxxx xxxxx 323 xxxxx 104 xxxxx xxxxx xxxxx
Potent Cap.: 1498 xxxxx xxxxx xxxxx xxxxx 675 xxxxx 956 xxxxx xxxxx xxxxx
Move Cap.: 1498 xxxxx xxxxx xxxxx xxxxx 665 xxxxx 956 xxxxx xxxxx xxxxx
Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx 0.01 xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx
ApproachLOS: A A

Ione Casino
Existing No Project Friday
PM Peak Hour

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

 Intersection #7 SR-49 / Main-Fiddletown

 Average Delay (sec/veh): 6.7 Worst Case Level Of Service: C [19.9]

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 1 1 0 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 0
 Volume Module:
 Base Vol: 46 115 224 14 99 17 13 60 42 105 51 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: 46 115 224 14 99 17 13 60 42 105 51 12
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 48 120 235 15 104 18 14 63 44 110 53 13
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 48 120 235 15 104 18 14 63 44 110 53 13

Critical Gap Module:
 Critical Gp: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpTim: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: 121 xxxxx xxxxx 355 xxxxx xxxxx 509 593 113 529 485 238
 Potent Cap.: 1478 xxxxx xxxxx 1215 xxxxx xxxxx 478 421 846 463 485 806
 Move Cap.: 1478 xxxxx xxxxx 1215 xxxxx xxxxx 414 402 846 376 463 806
 Volume/Cap: 0.03 xxxxx xxxxx 0.01 xxxxx xxxxx 0.03 0.16 0.05 0.29 0.12 0.02
 Level Of Service Module:
 Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
 Stopped Del: 7.5 xxxxx xxxxx 8.0 xxxxx xxxxx xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 404 xxxxx xxxxx xxxxx 415 xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.7 xxxxx xxxxx xxxxx 2.1 xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 16.0 xxxxx xxxxx xxxxx 19.9 xxxxx
 Shared LOS: * * * * * C * * * * * C * * * * *
 ApproachDel: xxxxxx * * * * * 13.4 * * * * * 19.9 * * * * *
 ApproachLOS: * * * * * B * * * * * C

Ione Casino
Existing No Project Friday
PM Peak Hour

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

 Intersection #8 SR-49 / Poplar

 Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B [10.9]

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 34 449 0 0 253 6 6 0 38 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: 34 449 0 0 253 6 6 0 38 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 PHF Volume: 37 483 0 0 272 6 6 0 41 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 37 483 0 0 272 6 6 0 41 0 0 0

Critical Gap Module:
 Critical Gp: 4.1 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
 FollowUpTim: 2.2 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 278 xxxxx xxxxx xxxxx xxxxx xxxxx 831 xxxxx 275 xxxxx xxxxx xxxxx
 Potent Cap.: 1296 xxxxx xxxxx xxxxx xxxxx xxxxx 342 xxxxx 768 xxxxx xxxxx xxxxx
 Move Cap.: 1296 xxxxx xxxxx xxxxx xxxxx xxxxx 335 xxxxx 768 xxxxx xxxxx xxxxx
 Volume/Cap: 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 xxxxx 0.05 xxxxx xxxxx xxxxx
 Level Of Service Module:
 Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 653 xxxxx xxxxx xxxxx
 SharedQueue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx 10.9 xxxxx xxxxx xxxxx xxxxx
 Shared LOS: A * * * * * B * * * * * B * * * * *
 ApproachDel: xxxxxx * * * * * 10.9 * * * * * xxxxxx * * * * *
 ApproachLOS: * * * * * B * * * * * B

Ione Casino
Existing No Project Friday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #9 SR-49 / Empire

Average Delay (sec/veh): 2.4 Worst Case Level of Service: C [21.4]
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 110 447 5 3 308 6 9 1 88 1 6 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: 110 447 5 3 308 6 9 1 88 1 6 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
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 117 475 5 3 327 6 10 1 94 1 6 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 117 475 5 3 327 6 10 1 94 1 6 2

Critical Gap Module:
Critical Gap: 4.1 xxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTrim: 2.2 xxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 334 xxx xxxxxx 1053 1051 330 1096 1052 478
Potent Cap.: 1237 xxx xxxxxx 206 229 716 193 229 592
Move Cap.: 1237 xxx xxxxxx 1093 xxx xxxxxx 185 205 716 154 205 592
Volume/Cap: 0.09 xxx xxxxxx 0.05 0.01 0.13 0.01 0.03 0.00

Level Of Service Module:
Queue: 0.3 xxx xxxxxx 0.0 xxx xxxxxx xxxxxx xxxxxx 0.4 xxxxxx xxxxxx xxxxxx
Stopped Del: 8.2 xxx xxxxxx 8.3 xxx xxxxxx xxxxxx xxxxxx 10.8 xxxxxx xxxxxx xxxxxx
LOS by Move: A A A B B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 186 xxxxxx xxxxxx xxxxxx 230 xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxxxx 0.1 xxxxxx
Shared LOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 25.5 xxxxxx xxxxxx 21.4 xxxxxx
ApproachDel: xxxxxx xxxxxx xxxxxx 12.3 B 21.4 C
ApproachLOS: xxxxxx xxxxxx

Ione Casino
Existing No Project Friday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #10 SR-49 / SR-16

Average Delay (sec/veh): 6.4 Worst Case Level of Service: D [25.3]
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Channel Include Channel
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0

Volume Module:
Base Vol: 187 0 81 0 0 0 0 0 295 321 140 204 0
Growth Adj: 1.00 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 0 81 0 0 0 0 0 295 321 140 204 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 194 0 84 0 0 0 0 0 306 333 145 211 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 194 0 84 0 0 0 0 0 306 333 145 211 0

Critical Gap Module:
Critical Gap: 6.4 xxxxxx 6.2 xxxxxx xxxxxx xxxxxx xxxxxx 4.1 xxxxxx xxxxxx
FollowUpTrim: 3.5 xxxxxx 3.3 xxxxxx xxxxxx xxxxxx xxxxxx 2.2 xxxxxx xxxxxx
Capacity Module:
Conflict Vol: 807 xxxxxx 306 xxxxxx xxxxxx xxxxxx xxxxxx 306 xxxxxx xxxxxx
Potent Cap.: 353 xxxxxx 739 xxxxxx xxxxxx xxxxxx xxxxxx 1267 xxxxxx xxxxxx
Move Cap.: 322 xxxxxx 739 xxxxxx xxxxxx xxxxxx xxxxxx 1267 xxxxxx xxxxxx

Level Of Service Module:
Queue: 3.7 xxxxxx 0.4 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.4 xxxxxx xxxxxx
Stopped Del: 31.7 xxxxxx 10.5 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 8.2 xxxxxx xxxxxx
LOS by Move: D B B A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
ApproachDel: 25.3 D
ApproachLOS: xxxxxx xxxxxx

Ione Casino
Existing No Project Friday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #23 SR-16 / SR-124

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: B [13.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Channel Include Channel Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 9 0 102 0 0 0 0 518 17 48 351 0
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: 9 0 102 0 0 0 518 17 48 351 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 9 0 105 0 0 0 535 18 50 363 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 9 0 105 0 0 0 535 18 50 363 0

Critical Gap Module:
Critical GP: 6.4 xxx 6.2 xxx 6.4 xxx 4.1 xxx
Followupfrim: 3.5 xxx 3.3 xxx 3.5 xxx 2.2 xxx
Capacity Module:
Conflict Vol: 997 xxx 535 xxx 535 xxx 535 xxx
Potent Cap.: 273 xxx 549 xxx 549 xxx 1043 xxx
Move Cap.: 263 xxx 549 xxx 549 xxx 1043 xxx
Volume/Cap: 0.04 xxx 0.19 xxx 0.19 xxx 0.05 xxx
Level Of Service Module:
Queue: 0.1 xxx 0.7 xxx 0.7 xxx 0.1 xxx
Stopped Del: 19.2 xxx 13.1 xxx 13.1 xxx 8.6 xxx
LOS by Move: C B A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx
Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: * * * * *
ApproachDel: 13.6 B
ApproachLOS: B

Ione Casino
Existing No Project Friday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #24 SR-16 / Latrobe (Amador)

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C [17.1]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 126 0 5 4 382 0 0 206 85
Growth Adj: 1.00 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 5 4 382 0 0 206 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 0 0 0 132 0 5 4 399 0 0 215 89
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 132 0 5 4 399 0 0 215 89

Critical Gap Module:
Critical GP: xxx xxx 6.4 xxx 6.2 4.1 xxx
Followupfrim: xxx xxx 3.5 xxx 3.3 2.2 xxx
Capacity Module:
Conflict Vol: xxx xxx 667 xxx 260 304 xxx
Potent Cap.: xxx xxx 427 xxx 784 1268 xxx
Move Cap.: xxx xxx 426 xxx 784 1268 xxx
Volume/Cap: xxx xxx 0.31 xxx 0.01 0.00 xxx
Level Of Service Module:
Queue: xxx xxx xxx xxx 0.0 xxx
Stopped Del: xxx xxx xxx xxx 7.8 xxx
LOS by Move: * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx 433 xxx
Shared Queue: xxx xxx xxx xxx 1.3 xxx
Shrd StpDel: xxx xxx xxx xxx 17.1 xxx
Shared LOS: * * * * *
ApproachDel: xxx xxx 17.1 C
ApproachLOS: C

Ione Casino
Existing No Project Friday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Average Delay (sec/veh): 10.2 Worst Case Level Of Service: E [41.7]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 101 182 130 32 198 30 23 18 73 128 16 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: 101 182 130 32 198 30 23 18 73 128 16 21
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 107 192 137 34 209 32 24 19 77 135 17 22
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 107 192 137 34 209 32 24 19 77 135 17 22
 Critical Gap Module:
 Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: 241 xxxx xxxxx 329 xxxx xxxxx 785 834 225 814 782 261
 Potent Cap.: 1338 xxxx xxxxx 1242 xxxx xxxxx 313 306 820 299 328 783
 Move Cap.: 1338 xxxx xxxxx 1242 xxxx xxxxx 266 272 820 235 292 783
 Volume/Cap: 0.08 xxxx xxxxx 0.03 xxxx xxxxx 0.09 0.07 0.09 0.57 0.06 0.03
 Level Of Service Module:
 Queue: 0.3 xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 7.9 xxxx xxxxx 8.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 472 xxxxx xxxx 264 xxxxx
 SharedQueue:xxxxxx xxxx xxxx xxxxx xxxxx xxxxx 1.0 xxxx xxxxx 4.2 xxxxx
 Shrd StpDel:xxxxxx xxxx xxxx xxxxx xxxxx xxxxx 15.2 xxxxx xxxxx 41.7 xxxxx
 Shared LOS: * * * * * * * * * * C * * * * * E * * * * *
 ApproachDel: xxxxxx * xxxxxx * 15.2 * 41.7 *
 ApproachLOS: C C

Ione Casino
Existing No Project Friday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Average Delay (sec/veh): 5.2 Worst Case Level Of Service: C [18.6]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 167 6 11 2 7 15 31 175 212 3 130 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: 167 6 11 2 7 15 31 175 212 3 130 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 PHF Volume: 177 6 12 2 7 16 33 186 225 3 138 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 177 6 12 2 7 16 33 186 225 3 138 3
 Critical Gap Module:
 Critical Gp: 7.1 6.5 6.2 7.1 6.5 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx
 Capacity Module:
 Conflict Vol: 521 511 298 519 622 139 141 xxxx xxxxx 410 xxxx xxxxx
 Potent Cap.: 469 469 746 471 406 914 1454 xxxx xxxxx 1159 xxxx xxxxx
 Move Cap.: 445 457 746 450 395 914 1454 xxxx xxxxx 1159 xxxx xxxxx
 Volume/Cap: 0.40 0.01 0.02 0.00 0.02 0.02 0.02 xxxx xxxxx 0.00 xxxx xxxxx
 Level Of Service Module:
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxx xxxxx 0.0 xxxx xxxxx
 Stopped Del:xxxxxx xxxxx xxxxx xxxxx xxxxx 7.5 xxxx xxxxx 8.1 xxxx xxxxx
 LOS by Move: * * * * * A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 457 xxxxx xxxx 622 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 SharedQueue:xxxxxx 2.1 xxxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel:xxxxxx 18.6 xxxxx xxxxx 11.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * C * * * * * B * * * * * * * * * *
 ApproachDel: 18.6 * 11.0 * xxxxxx *
 ApproachLOS: C B

Ione Casino
Existing No Project Friday
PM Peak Hour

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

Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 2.9 Worst Case Level of Service: B(11.2)
Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include

Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0

Volume Module:

Base Vol: 0 0 0 3 0 137 127 371 0 0 271 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 1.00
Initial Sse: 0 0 0 3 0 137 127 371 0 0 271 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 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 0 0 0 3 0 149 138 402 0 0 294 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 3 0 149 138 402 0 0 294 2

Critical Gap Module:

Critical Gap:xxxx xxx 6.4 xxx 6.2 4.1 xxx xxx xxx xxx xxx
FollowupPrim:xxxx xxx 3.5 xxx 3.3 2.2 xxx xxx xxx xxx xxx

Capacity Module:

Conflict Vol: xxx xxx xxx 973 xxx 295 296 xxx xxx xxx xxx xxx
Potential Cap: xxx xxx xxx 282 xxx 749 1277 xxx xxx xxx xxx xxx
Move Cap.: xxx xxx xxx 259 xxx 749 1277 xxx xxx xxx xxx xxx
Volume/Cap: xxx xxx xxx 0.01 xxx 0.20 0.11 xxx xxx xxx xxx xxx

Level of Service Module:

Queue: xxx xxx xxx 0.0 xxx 0.7 0.4 xxx xxx xxx xxx xxx
Stopped Del:xxxx xxx 19.1 xxx 11.0 8.2 xxx xxx xxx xxx xxx
LOS by Move: * * * C * * B * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd Stppl:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: *
Approach LOS: xxx xxx 11.2 8 xxx xxx xxx xxx xxx

Ione Casino
Existing No Project - Friday
PM Peak Hour

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

Intersection #25 SR-104 (Preston) / SR-124 (North)

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: D [14.9]

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

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

Volume Module:
Base Vol: 101 182 130 32 198 30 23 18 73 128 16 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: 101 182 130 32 198 30 23 18 73 128 16 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: 101 182 130 32 198 30 23 18 73 128 16 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 101 182 130 32 198 30 23 18 73 128 16 21

Critical Gap Module:
Critical Gp: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
FollowupTm: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 228 xxxxx xxxxx 312 xxxxx xxxxx 745 791 213 772 741 247
Potent Cap.: 1317 xxxxx xxxxx 1226 xxxxx xxxxx 333 324 832 313 341 784

Move Cap.: 1317 xxxxx xxxxx 1226 xxxxx xxxxx 286 290 832 250 305 784
Volume/Cap: 0.08 xxxxx xxxxx 0.03 xxxxx xxxxx 0.08 0.06 0.09 0.51 0.05 0.03

Level Of Service Module:
Queue: 0.2 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.0 xxxxx xxxxx 8.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: A A A A A A A A A A A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 495 xxxxx xxxxx 279 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.9 xxxxx xxxxx 3.5 xxxxx

Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 14.4 xxxxx xxxxx 34.9 xxxxx
Shared LOS: A A A A A A A A A A A A
ApproachDel: xxxxxx xxxxxx 14.4 34.9
ApproachLOS: A A B D

Ione Casino
Existing No Project - Friday
PM Peak Hour

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

Intersection #26 SR-104 (Main) / SR-124 (Church)

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C [17.5]

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

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

Volume Module:
Base Vol: 167 6 11 2 7 15 31 175 212 3 130 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: 167 6 11 2 7 15 31 175 212 3 130 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: 167 6 11 2 7 15 31 175 212 3 130 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 167 6 11 2 7 15 31 175 212 3 130 3

Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
FollowupTm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 492 482 281 489 587 132 133 xxxxx xxxxx 387 xxxxx xxxxx
Potent Cap.: 460 468 751 464 408 910 1427 xxxxx xxxxx 1150 xxxxx xxxxx

Move Cap.: 460 468 751 464 408 910 1427 xxxxx xxxxx 1150 xxxxx xxxxx
Volume/Cap: 0.36 0.01 0.01 0.00 0.02 0.02 0.02 xxxxx xxxxx 0.00 xxxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 7.6 xxxxx xxxxx 8.1 xxxxx xxxxx

LOS by Move: A A A A A A A A A A A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx 471 xxxxx xxxxx 632 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 1.8 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: xxxxx 17.5 xxxxx xxxxx 10.9 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A A A A A A A A A A A A
ApproachDel: 17.5 10.9
ApproachLOS: C B B

Ione Casino
Existing No Project - Friday
PM Peak Hour

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

Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B(11.0)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include Include
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 137 127 371 0 0 271 2
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 3 0 137 127 371 0 0 271 2
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 3 0 137 127 371 0 0 271 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 3 0 137 127 371 0 0 271 2

Critical Gap Module:
Critical Gp:xxxxx 6.5 xxx 6.3 4.2 xxx xxxxxx xxxxxx
FollowUpTim:xxxxx 3.6 xxx 3.4 2.3 xxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol: xxx xxxxxx 897 xxx 272 273 xxx xxxxxx
Potent Cap.: xxx xxxxxx 303 xxx 752 1262 xxx xxxxxx
Move Cap.: xxx xxxxxx 279 xxx 752 1262 xxx xxxxxx
Volume/Cap: xxx xxxxxx 0.01 xxx 0.18 0.10 xxx xxxxxx

Level Of Service Module:
Queue: xxxxxx xxxxxx 0.0 xxx 0.7 0.3 xxx xxxxxx
Stopped Del:xxxxx xxx xxx 18.0 xxx 10.8 8.2 xxx xxxxxx
LOS by Move: L - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: L - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx
SharedQueue:xxxxx xxx xxx xxxxxx
Shrd StpDel:xxxxx xxx xxx xxxxxx
Shared LOS: xxxxxx
ApproachDel: xxxxxx
ApproachLOS: B

Ione Casino
Existing No Project - Friday
PM Peak Hour

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

Intersection #29 SR-88 / SR-12 (North)

Average Delay (sec/veh): 10.9 Worst Case Level Of Service: D(29.7)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 66 0 348 460 379 0 0 214 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 66 0 348 460 379 0 0 214 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 66 0 348 460 379 0 0 214 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 66 0 348 460 379 0 0 214 50

Critical Gap Module:
Critical Gp:xxxxx 6.5 xxx 6.3 4.1 xxx xxxxxx xxxxxx
FollowUpTim:xxxxx 3.6 xxx 3.4 2.2 xxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol: xxx xxxxxx 1538 xxx 239 264 xxx xxxxxx
Potent Cap.: xxx xxxxxx 123 xxx 785 1289 xxx xxxxxx
Move Cap.: xxx xxxxxx 89 xxx 785 1289 xxx xxxxxx
Volume/Cap: xxx xxxxxx 0.74 xxx 0.44 0.36 xxx xxxxxx

Level Of Service Module:
Queue: xxxxxx xxxxxx 3.7 xxx 2.3 1.6 xxx xxxxxx
Stopped Del:xxxxx xxx xxx 116.9 xxx 13.2 9.3 xxx xxxxxx
LOS by Move: L - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: L - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx
SharedQueue:xxxxx xxx xxx xxxxxx
Shrd StpDel:xxxxx xxx xxx xxxxxx
Shared LOS: xxxxxx
ApproachDel: xxxxxx
ApproachLOS: D

Ione Casino
Existing No Project - Friday
PM Peak Hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 SR-88 / SR-12 (South)

Average Delay (sec/veh): 63.0 Worst Case Level of Service: F(399.2)

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: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Channel Include

Lanes: 1 0 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0

Volume Module: 29 729 2 3 448 240 253 1 18 2 3 2

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 29 729 2 3 448 240 253 1 18 2 3 2

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 29 729 2 3 448 240 253 1 18 2 3 2

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 29 729 2 3 448 240 253 1 18 2 3 2

Critical Gap Module: Critical Gap: 4.1 xxxxx 7.1 6.5 6.2 7.1 6.5 6.2

Followup Tim: 2.2 xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module: Conflict Vol: 731 xxxxx 1245 1243 448 1372 1242 730

Potent Cap.: 1123 xxxxx 855 xxxxx 149 173 607 122 173 419

Move Cap.: 1123 xxxxx 855 xxxxx 143 168 607 115 168 419

Volume/Cap: 0.03 xxxxx 0.00 xxxxx 1.76 0.01 0.03 0.02 0.02 0.00

Level of Service Module: Queue: 0.1 xxxxx 0.0 xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx

Stopped Del: 8.3 xxxxx 9.2 xxxxx xxxxx xxxxx 11.1 xxxxx xxxxx xxxxx

LOS by Move: A * A * A * A * B * B * A * A *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * F * * * * * D * * * * *

Approach Del: xxxxxx xxxxxx 399.2 26.4

Approach LOS: * * * * * F * * * * * D

Ione Casino
Existing No Project - Friday
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 SR-88 / Kettleman

Cycle (sec): 0 Critical Vol./Cap. (X): 0.705

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.4

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: Protected Protected Split Phase Split Phase

Rights: Include Include

Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module: 17 532 15 5 338 77 212 80 25 13 59 6

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 17 532 15 5 338 77 212 80 25 13 59 6

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 17 532 15 5 338 77 212 80 25 13 59 6

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 17 532 15 5 338 77 212 80 25 13 59 6

Critical Gap Module: Critical Gap: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Followup Tim: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Capacity Module: Conflict Vol: 17 532 15 5 338 77 212 80 25 13 59 6

Potent Cap.: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Move Cap.: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Volume/Cap: 0.90 0.94 0.90 0.92 0.92 0.93 0.93 0.93 0.93 0.95 0.95

Level of Service Module: Queue: 0.01 0.31 0.31 0.00 0.24 0.24 0.18 0.18 0.18 0.04 0.04

Stopped Del: 1702 1736 49 1702 1418 323 1181 446 139 302 1370 139

LOS by Move: A * A * A * A * B * B * A * A *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * F * * * * * D * * * * *

Approach Del: xxxxxx xxxxxx 399.2 26.4

Approach LOS: * * * * * F * * * * * D

Existing No Project Friday Thu Jul 15, 2004 18:27:03 Page 17-1
 Ione Casino
 Existing No Project - Friday
 PM Peak Hour

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)
 Intersection #36 SR-49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.818
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
 Optimal Cycle: 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 0 0 0 1 0 1 0 0 0

Volume Module:
 Base Vol: 99 0 159 0 0 0 385 179 207 242 0
 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: 99 0 159 0 0 0 385 179 207 242 0
 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: 99 0 159 0 0 0 385 179 207 242 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 99 0 159 0 0 0 385 179 207 242 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MIF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 99 0 159 0 0 0 385 179 207 242 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
 Lanes: 0.38 0.00 0.62 0.00 0.00 0.00 0.00 0.68 0.32 1.00 1.00 0.00
 Final Sat.: 219 0 353 0 0 0 471 219 551 597 0

Capacity Analysis Module:
 Vol/Sat: 0.45 xxxxx 0.45 xxxxx xxxxx 0.82 0.82 0.38 0.41 xxxxx
 Crit Moves: ****
 Delay/Veh: 13.2 0.0 13.2 0.0 0.0 0.0 0.0 26.3 26.3 12.8 12.4 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
 AdjDel/Veh: 13.2 0.0 13.2 0.0 0.0 0.0 0.0 26.3 26.3 12.8 12.4 0.0
 LOS by Move: B * B * * * * * D D B B *
 ApproachDel: 13.2 xxxxxx 26.3 12.6
 Delay Adj: 1.00 xxxxxx 1.00 1.00
 ApprAdjDel: 13.2 xxxxxx 26.3 12.6
 LOS by Appr: B * * * * * D B

Existing No Project Friday Thu Jul 15, 2004 18:27:03 Page 18-1
 Ione Casino
 Existing No Project - Friday
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #37 SR-16 / Ione

Average Delay (sec/veh): 1.0 Worst Case Level of Service: C (15.0)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
 Base Vol: 53 0 1 0 0 0 0 0 428 129 0 206 0
 Growth Adj: 1.00 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 0 1 0 0 0 0 0 428 129 0 206 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 0 1 0 0 0 0 0 428 129 0 206 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 53 0 1 0 0 0 0 0 428 129 0 206 0

Critical Gap Module:
 Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Followupprim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
 Conflict Vol: 699 xxxxx 493 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Potential Cap.: 409 xxxxx 580 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap.: 409 xxxxx 580 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: 0.13 xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level of Service Module:
 Queue: 0-4 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 15-1 xxxxx 11.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: C * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: 15-0 xxxxxx xxxxxx
 ApproachLOS: C

Ione Casino
Existing No Project - Friday
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 SR-16 / Murietta South Pkwy

Cycle (sec): 0 Critical Vol./Cap. (X): 0.462

Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.0

Optimal Cycle: 27 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

Movement: L T R L T R L T R L T R

Control: Permitted Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 5 5 5 5 5 5 3 7 7 3 7 7

Lanes: 0 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0

Volume Module:

Base Vol: 0 0 1 7 2 84 172 556 0 1 252 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 1 7 2 84 172 556 0 1 252 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 1 7 2 84 172 556 0 1 252 8

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 1 7 2 84 172 556 0 1 252 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

Final Vol.: 0 0 1 7 2 84 172 556 0 1 252 8

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 0.87 0.78 0.79 0.85 0.92 0.97 1.00 0.92 0.97 0.97

Lanes: 0.00 0.00 1.00 0.78 0.22 1.00 1.00 1.00 0.00 1.00 0.97 0.03

Final Sat.: 0 1644 1169 334 1615 1753 1845 0 1753 1779 56

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.05 0.10 0.30 0.00 0.00 0.14 0.14

Crit Moves: ****

Green/Cycle: 0.00 0.00 0.19 0.19 0.19 0.33 0.14 0.37 0.00 0.11 0.34 0.34

Volume/Cap: 0.00 0.00 0.03 0.03 0.16 0.68 0.81 0.00 0.01 0.42 0.42

Delay/Veh: 0.0 0.0 9.0 9.1 9.1 6.5 18.2 15.1 0.0 10.7 7.4 7.4

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 9.0 9.1 9.1 6.5 18.2 15.1 0.0 10.7 7.4 7.4

HCM2KAVG: 0 0 0 0 0 1 3 7 0 0 2 2

Ione Casino
Existing No Project - Friday
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 SR-16 / Murietta Pkwy

Cycle (sec): 0 Critical Vol./Cap. (X): 0.620

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.0

Optimal Cycle: 41 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

Movement: L T R L T R L T R L T R

Control: Protected Protected Protected Protected

Rights: Ovl Ovl Ovl Ovl

Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7

Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 88 117 33 33 68 106 187 625 107 272 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

Initial Bse: 88 117 33 33 68 106 187 625 107 272 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

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: 88 117 33 33 68 106 187 625 107 272 33

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 88 117 33 33 68 106 187 625 107 272 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

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 88 117 33 33 68 106 187 625 107 272 33

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.92 0.97 0.83 0.92 0.96 0.96

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1619 196

Capacity Analysis Module:

Vol/Sat: 0.05 0.06 0.02 0.02 0.04 0.07 0.11 0.34 0.07 0.02 0.17 0.17

Crit Moves: ****

Green/Cycle: 0.07 0.17 0.24 0.07 0.17 0.46 0.29 0.39 0.46 0.07 0.17 0.17

Volume/Cap: 0.67 0.36 0.08 0.25 0.21 0.14 0.36 0.87 0.15 0.21 0.98 0.98

Delay/Veh: 30.7 15.7 12.1 18.9 14.9 6.4 11.9 22.5 6.4 18.7 63.5 63.5

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 30.7 15.7 12.1 18.9 14.9 6.4 11.9 22.5 6.4 18.7 63.5 63.5

HCM2KAVG: 3 2 0 1 1 1 2 11 1 1 9 9

Ione Casino
Existing No Project - Friday
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Base Volume, Alternative)
Intersection #42 SR-16 / Dillard
Cycle Time (sec): 9 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.768
Loss Time (sec): 51 Level of Service: B
Optimal Cycle: 51
Approach: North Bound South 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: 5 0 0 0 0 0 0 0 0 0 7 7 3 7 0
Lanes: 0 0 1 0 0 5 0 0 0 0 0 0 0 1 0 1 0 1 0 0
Volume Module:
Base Vol: 61 0 85 0 0 0 743 166 52 382 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 61 0 85 0 0 0 743 166 52 382 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 61 0 85 0 0 0 743 166 52 382 0
Reduced Vol: 0 0 0 0 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
MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 61 0 85 0 0 0 743 166 52 382 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj/mtment: 0.79 1.00 0.79 1.00 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00
Lanes: 0.42 0.00 0.58 0.00 0.00 0.00 0.00 0.82 0.18 1.00 1.00 0.00
Final Sat.: 627 0 873 0 0 0 1470 328 1753 1845 0
Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.10 0.00 0.00 0.00 0.00 0.51 0.51 0.03 0.21 0.00
Crit Moves: *****
Green/Cycle: 0.12 0.00 0.12 0.00 0.00 0.00 0.64 0.64 0.06 0.70 0.00
Volume/Cap: 0.79 0.00 0.79 0.00 0.00 0.00 0.79 0.79 0.50 0.30 0.00
Delay/Veh: 41.6 0.0 41.6 0.0 0.0 0.0 10.3 10.3 27.2 3.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.6 0.0 41.6 0.0 0.0 0.0 10.3 10.3 27.2 3.0 0.0
HCM2KAVG: 5 0 5 0 0 0 13 13 2 2 0

Ione Casino
Existing No Project - Friday
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume, Alternative)
Intersection #43 SR-16 / Sloughhouse
Average Delay (sec/veh): 0.9 Worst Case Level of Service: C (18.6)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 0 0
Volume Module:
Base Vol: 4 0 52 0 0 0 0 899 8 28 509 0
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: 4 0 52 0 0 0 0 899 8 28 509 0
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: 4 0 52 0 0 0 0 899 8 28 509 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 4 0 52 0 0 0 0 899 8 28 509 0
Critical Gap Module:
Critical GP: 6.4 XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
FollowUpTm: 3.5 XXXX 3.3 XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Capacity Module:
Conflict Vol: 1468 XXXX 903 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Potential: 142 XXXX 339 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Move Cap.: 138 XXXX 339 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Volume/Cap: 0.03 XXXX 0.15 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Level of Service Module:
Queue: 0.1 XXXX 0.5 XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Stopped Del: 31.9 XXXX 17.5 XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
LOS by Move: D * C * * * * * L * * * * * RT * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shrd StpDel: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared LOS: *
ApproachDel: 18.6 XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX
ApproachLOS: C

Ione Casino
 Existing No Project - Friday
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 SR-16 / Grant Line

Cycle (sec): 0 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 57.2 Critical Vol./Cap. (X): 0.910

Optimal Cycle: 132 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

Min. Green: 7 7 7 7 3 7 7 3 7 7 3 7 7 3 7 7

Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:

Base Vol: 0 217 52 105 312 54 77 743 2 41 354 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: 0 217 52 105 312 54 77 743 2 41 354 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: 0 217 52 105 312 54 77 743 2 41 354 39
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 217 52 105 312 54 77 743 2 41 354 39
 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 0 217 52 105 312 54 77 743 2 41 354 39

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj: 1.00 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 Lanes: 0.00 0.81 0.19 0.22 0.67 0.11 1.00 0.99 0.01 1.00 0.90 0.10
 Final Sat: 0 1493 358 412 1225 212 1753 1840 5 1753 1637 180

Capacity Analysis Module:

Vol/Sat: 0.00 0.15 0.15 0.25 0.25 0.25 0.04 0.40 0.40 0.02 0.22 0.22
 Crit Moves: ****
 Green/Cycle: 0.00 0.16 0.16 0.28 0.28 0.28 0.08 0.44 0.44 0.03 0.39 0.39
 Volume/Cap: 0.00 0.91 0.91 0.91 0.91 0.91 0.55 0.91 0.91 0.91 0.55 0.55
 Delay/Veh: 0.0 84.7 84.7 66.0 66.0 66.0 63.3 48.4 48.4 164.0 32.3 32.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 84.7 84.7 66.0 66.0 66.0 63.3 48.4 48.4 164.0 32.3 32.3
 HCM2KAVG: 0 14 14 22 22 22 4 32 32 4 12 12

Ione Casino
 Existing No Project - Friday
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 SR-16 / Sunrise

Cycle (sec): 0 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.0 Critical Vol./Cap. (X): 0.829

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: 3 Include

Min. Green: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:

Base Vol: 4 315 55 314 796 113 79 460 21 35 243 165
 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: 4 315 55 314 796 113 79 460 21 35 243 165
 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: 4 315 55 314 796 113 79 460 21 35 243 165
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 4 315 55 314 796 113 79 460 21 35 243 165
 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 4 315 55 314 796 113 79 460 21 35 243 165

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj: 0.95 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat: 1805 1582 276 1805 1900 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:

Vol/Sat: 0.00 0.20 0.20 0.17 0.42 0.07 0.05 0.26 0.01 0.02 0.14 0.11
 Crit Moves: ****
 Green/Cycle: 0.04 0.27 0.27 0.24 0.47 0.56 0.08 0.29 0.33 0.04 0.35 0.48
 Volume/Cap: 0.06 0.73 0.73 0.73 0.89 0.13 0.55 0.89 0.04 0.52 0.55 0.22
 Delay/Veh: 35.5 30.3 30.3 32.8 28.6 8.1 38.1 42.3 17.4 42.9 26.6 11.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 35.5 30.3 30.3 32.8 28.6 8.1 38.1 42.3 17.4 42.9 26.6 11.5
 HCM2KAVG: 9 9 9 9 9 9 21 1 3 14 0 2 6 2

Ione Casino
Existing No Project - Friday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #46 SR-16 / Excelsior
 Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F (xxxxx)
 Optimal Cycle: 70 Level of Service: C
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.816
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.6
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Uncontrolled Include Uncontrolled
 Rights: Include Include
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 18 43 57 9 130 72 106 538 174 98 291 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
 Initial Base: 18 43 57 9 130 72 106 538 174 98 291 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
 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: 18 43 57 9 130 72 106 538 174 98 291 17
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 18 43 57 9 130 72 106 538 174 98 291 17
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
 FollowupPrtm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 1434 1341 625 1383 1420 300 308 xxxxx xxxxx 712 xxxxx xxxxx
 Potential Cap.: 113 154 488 122 138 745 1230 xxxxx xxxxx 869 xxxxx xxxxx
 Move Cap.: 0 125 488 68 112 745 1230 xxxxx xxxxx 869 xxxxx xxxxx
 Volume/Cap.: xxxxx 0.34 0.12 0.13 1.16 0.10 0.09 xxxxx xxxxx 0.11 xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx 0.4 xxxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 8.2 xxxxx xxxxx 9.7 xxxxx xxxxx
 LOS By Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx 0 xxxxx xxxxx 152 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx 13.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx 267 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * F * * * * * * * * * *
 ApproachDel: xxxxxx 267.1 xxxxxx xxxxxx
 ApproachLOS: F F

Ione Casino
Existing No Project - Friday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #47 SR-16 / Bradshaw
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.816
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.6
 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 Protected Protected
 Rights: Include Include
 Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol: 59 625 41 331 1071 468 257 503 74 53 279 117
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Base: 59 625 41 331 1071 468 257 503 74 53 279 117
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 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: 59 625 41 331 1071 468 257 503 74 53 279 117
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 59 625 41 331 1071 468 257 503 74 53 279 117
 Critical Gap Module:
 Critical Gap: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FollowupPrtm: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Capacity Module:
 Conflict Vol: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Potential Cap.: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Move Cap.: 0.95 0.94 0.94 0.95 0.95 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Volume/Cap.: 1.00 1.88 0.12 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 3357 220 1805 3610 1615 1702 1792 1523 1702 1792 1523
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.19 0.18 0.30 0.29 0.15 0.28 0.05 0.03 0.16 0.08
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 9.7 xxxxx xxxxx 9.7 xxxxx xxxxx
 LOS By Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx 0 xxxxx xxxxx 152 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx 13.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx 267 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * F * * * * * * * * * *
 ApproachDel: xxxxxx 267.1 xxxxxx xxxxxx
 ApproachLOS: F F

 Ione Casino
 Existing No Project - Saturday
 PM Peak Hour

 Scenario Report
 Existing No Project Saturday

Scenario: Existing No Project Saturday
 Command: Existing No Project Saturday
 Volume: Saturday Peak Hour
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: Existing
 Trip Distribution: Existing
 Paths: Existing
 Routes: Existing
 Configuration: Existing

 Ione Casino
 Existing No Project - Saturday
 PM Peak Hour

 Turning Movement Report
 Existing

Volume Type	Northbound Left Thru Right	Southbound Left Thru Right	Eastbound Left Thru Right	Westbound Left Thru Right	Total
#1 Latrobe / Old Sacramento					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#2 Main / Sherwood					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#3 Main / Empire					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#4 Main / Poplar					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#5 Main / Mill					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#6 SR-49 / Miller Way					
Base	12 157 0	0 97 4	1 0 18	0 0 0	0 289
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	12 157 0	0 97 4	1 0 18	0 0 0	0 289
#7 SR-49 / Main-Fiddletown					
Base	38 96 112	12 80 15	17 37 29	155 78 14	683
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	38 96 112	12 80 15	17 37 29	155 78 14	683
#8 SR-49 / Poplar					
Base	26 293 0	0 305 4	5 0 34	0 0 0	0 667
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	26 293 0	0 305 4	5 0 34	0 0 0	0 667
#9 SR-49 / Empire					
Base	52 290 3	1 336 10	18 0 170	3 2 0	0 885
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	52 290 3	1 336 10	18 0 170	3 2 0	0 885

		Ione Casino					
		Existing No Project - Saturday					
		PM Peak Hour					
Volume	Northbound	Southbound	Eastbound	Westbound	Total		
Type	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total	Left Thru Right	Total
#10 SR-49 / SR-16							
Base	254	0	0	0	145	164	209
Added	0	0	0	0	0	0	0
Total	254	0	0	0	145	164	209
#11 SR-49 / Main (Drytown)							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#12 SR-49 / Water-Amador Creek							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#13 SR-49 / Gopher Flat							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#14 SR-49 / Eureka							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#15 SR-49 / Church							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#17 SR-49 / Jackson Gate-Ione Martell							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#18 SR-49 / SR-88 (North)							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

		Ione Casino					
		Existing No Project - Saturday					
		PM Peak Hour					
Volume	Northbound	Southbound	Eastbound	Westbound	Total	Left Thru Right	Total
Type	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total	Left Thru Right	Total
#19 SR-49 / Sutter							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#20 SR-49 / Hoffman							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#21 SR-49 / Main (Jackson)							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#22 SR-49 / SR-88 (South)							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
#23 SR-16 / SR-124							
Base	10	0	55	0	0	257	16
Added	0	0	0	0	0	0	0
Total	10	0	55	0	0	257	16
#24 SR-16 / Latrobe (Amador)							
Base	0	0	65	0	4	211	0
Added	0	0	0	0	0	0	0
Total	0	0	65	0	4	211	0
#25 SR-104 (Preston) / SR-124 (North)							
Base	108	157	80	20	143	14	18
Added	0	0	0	0	0	0	0
Total	108	157	80	20	143	14	18
#26 SR-104 (Main) / SR-124 (Church)							
Base	103	6	11	2	3	8	3
Added	0	0	0	0	0	0	0
Total	103	6	11	2	3	8	3
#27 SR-104 / SR-88							
Base	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

 Existing No Project - Saturday
 Ione Casino
 PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
#28 SR-88 / SR-124													
Base	0	0	2	0	103	78	262	0	305	2	752		
Added	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	2	0	103	78	262	0	305	2	752		
#29 SR-88 / SR-12 (North)													
Base	0	0	56	0	354	346	237	0	255	60	1308		
Added	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	56	0	354	346	237	0	255	60	1308		
#30 SR-88 / SR-12 (South)													
Base	15	536	1	3	400	235	271	1	24	1	0	3	1490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	536	1	3	400	235	271	1	24	1	0	3	1490
#31 SR-88 / Kettleman													
Base	22	403	4	5	328	78	155	38	20	9	48	3	1113
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	403	4	5	328	78	155	38	20	9	48	3	1113
#32 SR-12 / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#33 SR-12 / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#34 Kettleman / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#35 Kettleman / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#36 SR-49 / Pleasant Valley													
Base	129	0	174	0	0	0	226	119	138	192	0	978	
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	129	0	174	0	0	0	226	119	138	192	0	978	

 Existing No Project - Saturday
 Ione Casino
 PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
#37 SR-16 / Ione													
Base	66	0	4	0	0	0	218	84	3	264	0	639	
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	66	0	4	0	0	0	218	84	3	264	0	639	
#38 SR-16 / Murietta South Pkwy													
Base	0	1	0	3	0	71	113	300	1	0	333	16	838
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	3	0	71	113	300	1	0	333	16	838
#39 SR-16 / Murietta Pkwy													
Base	80	101	39	26	97	114	139	321	75	35	344	22	1393
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	101	39	26	97	114	139	321	75	35	344	22	1393
#40 SR-16 / Stone House													
Base	0	0	0	48	0	6	5	489	0	0	497	33	1078
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	48	0	6	5	489	0	0	497	33	1078
#41 SR-16 / Latrobe (Sac)													
Base	7	0	1	1	0	13	11	510	4	3	515	3	1068
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	0	1	1	0	13	11	510	4	3	515	3	1068
#42 SR-16 / Dillard													
Base	80	0	51	0	0	0	0	457	78	56	466	0	1188
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	80	0	51	0	0	0	0	457	78	56	466	0	1188
#43 SR-16 / Sloughhouse													
Base	0	0	35	0	0	0	0	598	3	29	576	0	1241
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	35	0	0	0	0	598	3	29	576	0	1241
#44 SR-16 / Grant Line													
Base	1	98	30	27	78	36	18	463	3	50	465	39	1308
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	98	30	27	78	36	18	463	3	50	465	39	1308
#45 SR-16 / Sunrise													
Base	6	188	32	224	241	60	52	235	9	31	291	200	1569
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	188	32	224	241	60	52	235	9	31	291	200	1569

Ione Casino
Existing NO Project - Saturday
PM Peak Hour

Ione Casino
Existing NO Project - Saturday
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#46 SR-16 / Excelstior													
Base	21	31	26	18	51	66	60	247	51	19	326	7	923
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	31	26	18	51	66	60	247	51	19	326	7	923
#47 SR-16 / Bradshaw													
Base	50	423	33	153	535	80	97	233	51	41	282	136	2114
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	423	33	153	535	80	97	233	51	41	282	136	2114
#101 SR-49 / Project Access													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#174 SR-49 / Project Service Access													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#176 Internal Project Intersection													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	12	157	0	0	97	4	1	0	18	0	0	0
7 SR-49 / Main-	38	96	112	12	80	15	17	37	29	155	78	14
8 SR-49 / Popla	26	293	0	0	305	4	5	0	34	0	0	0
9 SR-49 / Emplr	52	290	3	1	336	10	18	0	170	3	2	0
10 SR-49 / SR-16	254	0	101	0	0	0	0	0	145	164	168	209
23 SR-16 / SR-12	10	0	55	0	0	0	0	0	257	16	38	422
24 SR-16 / Latro	0	0	0	0	65	0	4	211	0	0	278	115
25 SR-104 (Prest)	108	157	80	20	143	14	18	21	63	92	48	19
26 SR-104 (Main)	103	6	11	2	3	8	3	154	142	14	188	1
28 SR-88 / SR-12	0	0	0	2	0	103	78	262	0	0	305	2

Intersection Volume Report
Base Volume Alternative

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	12	157	0	0	97	4	1	0	18	0	0	0
7 SR-49 / Main-	38	96	112	12	80	15	17	37	29	155	78	14
8 SR-49 / Poplar	26	293	0	0	305	4	5	0	34	0	0	0
9 SR-49 / Empire	52	290	3	1	336	10	18	0	170	3	2	0
10 SR-49 / SR-16	254	0	101	0	0	0	0	145	164	168	209	0
23 SR-16 / SR-12	10	0	55	0	0	0	0	257	16	38	422	0
24 SR-16 / Latro	0	0	0	65	0	4	4	211	0	0	278	115
25 SR-104 (Prest)	108	157	80	20	143	14	18	21	63	92	48	19
26 SR-104 (Main)	103	6	11	2	3	8	3	154	142	14	188	1
28 SR-88 / SR-12	0	0	0	2	0	103	78	262	0	0	305	2

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/Veh	V/C	LOS	Del/Veh	V/C	
# 6 SR-49 / Miller Way	A	8.9	0.000	A	8.9	0.000	+ 0.000 D/V
# 7 SR-49 / Main-Fiddletown	C	17.2	0.000	C	17.2	0.000	+ 0.000 D/V
# 8 SR-49 / Poplar	B	10.9	0.000	B	10.9	0.000	+ 0.000 D/V
# 9 SR-49 / Empire	C	22.3	0.000	C	22.3	0.000	+ 0.000 D/V
# 10 SR-49 / SR-16	D	28.5	0.000	D	28.5	0.000	+ 0.000 D/V
# 23 SR-16 / SR-124	B	11.0	0.000	B	11.0	0.000	+ 0.000 D/V
# 24 SR-16 / Latrobe (Amador)	B	13.8	0.000	B	13.8	0.000	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor	D	29.5	0.000	D	29.5	0.000	+ 0.000 D/V
# 26 SR-104 (Main) / SR-124 (Church	B	15.0	0.000	B	15.0	0.000	+ 0.000 D/V
# 28 SR-88 / SR-124	B	11.0	0.000	B	11.0	0.000	+ 0.000 D/V

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	No	???
# 7 SR-49 / Main-Fiddletown	No	???
# 8 SR-49 / Poplar	No	???
# 9 SR-49 / Empire	No	???
# 10 SR-49 / SR-16	No	???
# 23 SR-16 / SR-124	No	???
# 24 SR-16 / Latrobe (Amador)	No	???
# 25 SR-104 (Preston) / SR-124 (North)	No	???
# 26 SR-104 (Main) / SR-124 (Church)	No	???
# 28 SR-88 / SR-124	No	???

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report

 Intersection #6 SR-49 / Miller Way
 Base Volume Alternatives: Peak Hour Warrant NOT Met
 Movement: North Bound South Bound East Bound West Bound
 L - T - R L - T - R L - T - R L - T - R
 Approach: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
 Control: 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 13 170 0 0 0 105 4 1 0 19 0 0 0 0
 Final Vol.: xxxxxx
 ApproachDel: xxxxxx 8.9
 Approach(eastbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=21]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=312]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report

 Intersection #7 SR-49 / Main-Fiddletown
 Base Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 1 0 0 1 0 0 1 1 0 0
 Final Vol.: 39 98 114 12 82 15 17 38 30 158 80 14
 ApproachDel: xxxxxx 11.5 17.2

Approach[eastbound] [lanes=2] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=85]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=696]
 FAIL - Total volume less than 800 for intersection
 with four or more approaches.

Approach[westbound] [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=1.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=252]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=696]
 FAIL - Total volume less than 800 for intersection
 with four or more approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report

 Intersection #8 SR-49 / Poplar
 Base Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0
 Final Vol.: 28 310 0 0 323 4 5 0 11 0 0 0 0 0 0 0
 ApproachDel: xxxxxx 10.9 xxxxxx

Approach[eastbound] [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=41]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=707]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report

 Intersection #9 SR-49 / Empire

 Base Volume Alternative: Peak Hour Warrant NOT Met

 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 1 0 0 0
 Final Vol.: 57 320 3 1 370 11 20 0 187 3 2 0
 ApproachDel: xxxxxx 13.0

 Approach(eastbound) [lanes=2] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.7]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=207]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=976]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

 Approach(westbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=6]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=976]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report

 Intersection #10 SR-49 / SR-16

 Base Volume Alternative: Peak Hour Warrant NOT Met

 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0
 Final Vol.: 262 0 104 0 0 0 0 0 0 0 149 169 173 215
 ApproachDel: 28.5 xxxxxx

 Approach(northbound) [lanes=2] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=2.9]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=366]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1072]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report

Intersection #23 SR-16 / SR-124

Base Volume Alternative: Peak Hour Warrant NOT Met

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0
Final Vol.: 11 0 60 0 0 0 0 278 17 41 457 0
ApproachDel: 11.0 xxxxxx xxxxxx

Approach(northbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=70]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=864]
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report

Intersection #24 SR-16 / Latrobe (Anador)

Base Volume Alternative: Peak Hour Warrant NOT Met

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 1 0
Final Vol.: 0 0 0 0 69 0 0 4 223 0 0 294 122
ApproachDel: xxxxxx 13.8 xxxxxx

Approach(southbound) [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=73]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=716]
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report
Intersection #25 SR-104 (Preston) / SR-124 (North)
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0
Final Vol.: 120 175 89 22 159 16 20 23 70 102 53 21
ApproachDel: xxxxxx 14.2

Approach[eastbound] (lanes=1) [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=114]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=872]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound] (lanes=1) [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=177]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=872]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report
Intersection #26 SR-104 (Main) / SR-124 (Church)
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
Final Vol.: 113 7 12 2 0 1 0 0 0 0 1 0 0 0 0 1 0 0
ApproachDel: 15.0 10.9 xxxxxx

Approach[northbound] (lanes=1) [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=132]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=696]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Approach[southbound] (lanes=1) [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=696]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

Intersection #6 SR-49 / Miller Way
Average Delay (sec/veh): 0.9 worst Case Level of Service: A [8.9]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled Stop Sign Include Stop Sign
Lanes: 1 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0

Volume Module:
Base Vol: 12 157 0 0 97 4 1 0 18 0 0 0
Growth Adj: 1.00
Initial Bse: 12 157 0 0 97 4 1 0 18 0 0 0
User Adj: 1.00
PHF Adj: 0.93
PHF Volume: 13 170 0 0 105 4 1 0 19 0 0 0
Reduct Vol: 0
Final Vol.: 13 170 0 0 105 4 1 0 19 0 0 0

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

Capacity Module:
Conflict Vol: 109 xxxxx xxxxx xxxxx xxxxx 302 xxxxx 107 xxxxx xxxxx xxxxx
Potent Cap.: 1494 xxxxx xxxxx xxxxx xxxxx 694 xxxxx 953 xxxxx xxxxx xxxxx
Move Cap.: 1494 xxxxx xxxxx xxxxx xxxxx 689 xxxxx 953 xxxxx xxxxx xxxxx
Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx 0.02 xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd Stpbel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx * xxxxxx * 8.9 * * * * *
ApproachLOS: * * * * * A * * * * *

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Signal Warrant Report
Intersection #28 SR-88 / SR-124

Base Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 1 0
Final Vol.: xxxxxx 11.0 83 280 0 0 326 2
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx

Approach[southbound][lanes=2][control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.3)
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=112)
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) [total volume=804]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volumes Alternative)
Intersection #7 SR-49 / Main-Fiddletown

Average Delay (sec/veh): 8.2 Worst Case Level of Service: C (17.2)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 38 96 112 12 80 15 17 37 29 155 78 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: 38 96 112 12 80 15 17 37 29 155 78 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 39 98 114 12 82 15 17 38 30 158 80 14
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 39 98 114 12 82 15 17 38 30 158 80 14

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 97 xxxxx xxxxx 212 xxxxx xxxxx 393 403 89 380 354 155
Potent Cap: 1509 xxxxx xxxxx 1370 xxxxx xxxxx 570 539 974 582 575 896
Move Cap: 1509 xxxxx xxxxx 1370 xxxxx xxxxx 486 520 974 519 555 896
Volume/Cap: 0.03 xxxxx xxxxx 0.01 xxxxx xxxxx 0.04 0.07 0.03 0.30 0.14 0.02

Level of Service Module:
Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
Stopped Del: 7.4 xxxxx xxxxx 7.7 xxxxx xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 509 xxxxx xxxxx xxxxx 543 xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx 2.4 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 12.9 xxxxx xxxxx xxxxx 17.2 xxxxx
Shared LOS: * * * * * B * * * * * C * * * * *
ApproachDel: xxxxxx * 11.5 B * 17.2 C
ApproachLOS: xxxxxx * B

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #8 SR-49 / Poplar

Average Delay (sec/veh): 0.9 Worst Case Level of Service: B (10.9)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 26 293 0 0 305 4 5 0 34 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 293 0 0 305 4 5 0 34 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 28 310 0 0 323 4 5 0 36 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 28 310 0 0 323 4 5 0 36 0 0

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

Capacity Module:
Conflict Vol: 327 xxxxx xxxxx xxxxx xxxxx xxxxx 691 xxxxx 325 xxxxx xxxxx xxxxx
Potent Cap: 1244 xxxxx xxxxx xxxxx xxxxx xxxxx 414 xxxxx 721 xxxxx xxxxx xxxxx
Move Cap: 1244 xxxxx xxxxx xxxxx xxxxx xxxxx 407 xxxxx 721 xxxxx xxxxx xxxxx
Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx 0.05 xxxxx xxxxx xxxxx

Level of Service Module:
Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 656 xxxxx xxxxx xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
Shrd StpDel: 8.0 xxxxx xxxxx xxxxx xxxxx xxxxx 10.9 xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * B * * * * * B * * * * *
ApproachDel: xxxxxx * 10.9 B *
ApproachLOS: xxxxxx * B

 Ione Casino
 Existing No Project - Saturday
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #23 SR-16 / SR-124

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B (11.0)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Controls: Stop Sign Uncontrolled Channel Uncontrolled
 Rights: Include Include
 Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0

Volume Module:
 Base Vol: 10 0 55 0 0 0 0 257 16 38 422 0
 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: 10 0 55 0 0 0 0 257 16 38 422 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
 PHF Volume: 11 0 60 0 0 0 0 278 17 41 457 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 11 0 60 0 0 0 0 278 17 41 457 0

Critical Gap Module:
 Critical GP: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
 FollowupTIm: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity module:
 Conflict Vol: 817 xxxxx 278 xxxxx xxxxx xxxxx xxxxx 278 xxxxx xxxxx
 Potenc Cap.: 349 xxxxx 765 xxxxx xxxxx xxxxx xxxxx 1296 xxxxx xxxxx
 Move Cap.: 340 xxxxx 765 xxxxx xxxxx xxxxx xxxxx 1296 xxxxx xxxxx
 Volume/Cap: 0.03 xxxxx 0.08 xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx

Level Of Service Module:
 Queue: 0.1 xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx
 Stopped Del: 15.9 xxxxx 10.1 xxxxx xxxxx xxxxx xxxxx 7.9 xxxxx xxxxx
 LOS by Move: C * B * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: 11.0 * * * * *
 ApproachLOS: B * * * * *

 Ione Casino
 Existing No Project - Saturday
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #24 SR-16 / Latrobe (Amador)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B (13.8)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Controls: Stop Sign Uncontrolled
 Rights: Include Include
 Lanes: 0 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 1 0

Volume Module:
 Base Vol: 0 0 0 0 65 0 4 211 0 0 278 115
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 0 65 0 4 211 0 0 278 115
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 0 0 0 0 69 0 4 223 0 0 294 122
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 0 69 0 4 223 0 0 294 122

Critical Gap Module:
 Critical GP: xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx
 FollowupTIm: xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx

Capacity Module:
 Conflict Vol: xxxxx xxxxx xxxxx 586 xxxxx 355 415 xxxxx xxxxx xxxxx xxxxx
 Potenc Cap.: xxxxx xxxxx xxxxx 476 xxxxx 694 1154 xxxxx xxxxx xxxxx xxxxx
 Move Cap.: xxxxx xxxxx xxxxx 475 xxxxx 694 1154 xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: xxxxx xxxxx xxxxx 0.14 xxxxx 0.01 0.00 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 8.1 xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * B * A *
 ApproachDel: xxxxx * * * * * 13.8 xxxxx * * * * *
 ApproachLOS: B * * * * *

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)
Average Delay (sec/veh): 7.6 Worst Case Level Of Service: C (23.0)
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 108 157 80 20 143 14 18 21 63 92 48 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: 108 157 80 20 143 14 18 21 63 92 48 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: 108 157 80 20 143 14 18 21 63 92 48 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 108 157 80 20 143 14 18 21 63 92 48 19
Critical Gap Module:
Critical Gp: 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
FollowupTm: 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 157 xxxxx xxxxx 237 xxxxx xxxxx 637 643 150 645 610 197
Potential Cap.: 1399 xxxxx xxxxx 1307 xxxxx xxxxx 393 394 902 381 405 837
Move Cap.: 1399 xxxxx xxxxx 1307 xxxxx xxxxx 321 356 902 314 366 837
Volume/Cap: 0.08 xxxxx xxxxx 0.02 xxxxx xxxxx 0.06 0.06 0.07 0.29 0.13 0.02
Level Of Service Module:
Queue: 0.3 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.8 xxxxx xxxxx 7.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * A * A * A * A * A * A * A * A * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 552 xxxxx xxxxx 356 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.7 xxxxx xxxxx 2.2 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 13.0 xxxxx xxxxx 23.0 xxxxx
Shared LOS: * B * B * B * B * B * B * C *
ApproachDel: xxxxxx * xxxxxx * 13.0 * 23.0
ApproachLOS: B B

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)
Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B (14.1)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 103 6 11 2 3 8 3 154 142 14 188 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: 103 6 11 2 3 8 3 154 142 14 188 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: 103 6 11 2 3 8 3 154 142 14 188 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 103 6 11 2 3 8 3 154 142 14 188 1
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
FollowupTm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 453 448 225 456 518 189 189 xxxxx xxxxx 296 xxxxx xxxxx
Potential Cap.: 512 501 807 510 457 846 1361 xxxxx xxxxx 1243 xxxxx xxxxx
Move Cap.: 499 495 807 493 451 846 1361 xxxxx xxxxx 1243 xxxxx xxxxx
Volume/Cap: 0.21 0.01 0.01 0.00 0.01 0.01 0.00 xxxxx xxxxx 0.01 xxxxx xxxxx
Level Of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.7 xxxxx xxxxx 7.9 xxxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 517 xxxxx xxxxx 645 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 0.9 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 14.1 xxxxx xxxxx 10.7 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * B * * * * * B * * * * * * * * * *
ApproachDel: 14.1 * 10.7 * xxxxxx * xxxxxx *
ApproachLOS: B B

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level of Service Computation Report

 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #28 SR-88 / SR-124

 Average Delay (sec/veh): 2.4 Worst Case Level of Service: B (10.9)

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

 Volume Module:
 Base Vol: 0 0 0 2 0 103 78 262 0 0 305 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 0 103 78 262 0 0 305 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
 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 0 0 2 0 103 78 262 0 0 305 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 2 0 103 78 262 0 0 305 2

 Critical Gap Module:
 Critical Gap:xxxx xxxxxx 6.5 xxx 6.3 4.2 xxxxxx xxxxxx xxxxxx xxxxxx
 Followupprim:xxxx xxxxxx 3.6 xxx 3.4 2.3 xxxxxx xxxxxx xxxxxx xxxxxx

 Capacity Module:
 Conflict Vol: xxxxxx xxxxxx 724 xxx 306 307 xxxxxx xxxxxx xxxxxx xxxxxx
 Potent Cap.: xxxxxx xxxxxx 384 xxx 720 1226 xxxxxx xxxxxx xxxxxx xxxxxx
 Move Cap.: xxxxxx xxxxxx 365 xxx 720 1226 xxxxxx xxxxxx xxxxxx xxxxxx
 Volume/Cap: xxxxxx xxxxxx 0.01 xxx 0.14 0.06 xxxxxx xxxxxx xxxxxx xxxxxx

 Level of Service Module:
 Queue: xxxxxx xxxxxx 0.0 xxx 0.5 0.2 xxxxxx xxxxxx xxxxxx xxxxxx
 Stopped Del:xxxx xxxxxx 14.9 xxx 10.8 8.1 xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * B * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shrd StpDel:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx 10.9 xxxxxx
 ApproachLOS: * B *

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level of Service Computation Report

 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #29 SR-88 / SR-12 (North)

 Average Delay (sec/veh): 8.0 Worst Case Level of Service: C (18.0)

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

 Volume Module:
 Base Vol: 0 0 0 56 0 354 346 237 0 0 255 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 56 0 354 346 237 0 0 255 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 56 0 354 346 237 0 0 255 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 56 0 354 346 237 0 0 255 60

 Critical Gap Module:
 Critical Gap:xxxx xxxxxx 6.5 xxx 6.3 4.1 xxxxxx xxxxxx xxxxxx xxxxxx
 Followupprim:xxxx xxxxxx 3.6 xxx 3.4 2.2 xxxxxx xxxxxx xxxxxx xxxxxx

 Capacity Module:
 Conflict Vol: xxxxxx xxxxxx 1214 xxx 285 315 xxxxxx xxxxxx xxxxxx xxxxxx
 Potent Cap.: xxxxxx xxxxxx 195 xxx 740 1234 xxxxxx xxxxxx xxxxxx xxxxxx
 Move Cap.: xxxxxx xxxxxx 153 xxx 740 1234 xxxxxx xxxxxx xxxxxx xxxxxx
 Volume/Cap: xxxxxx xxxxxx 0.37 xxx 0.48 0.28 xxxxxx xxxxxx xxxxxx xxxxxx

 Level of Service Module:
 Queue: xxxxxx xxxxxx 1.5 xxx 2.6 1.2 xxxxxx xxxxxx xxxxxx xxxxxx
 Stopped Del:xxxx xxxxxx 41.6 xxx 14.2 9.1 xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * E * B * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shrd StpDel:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx 18.0 xxxxxx
 ApproachLOS: * C *

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

Intersection #30 SR-88 / SR-12 (South)
Average Delay (sec/veh): 31.7 Worst Case Level of Service: F[15.9]
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 L T R
Control: Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include
Lanes: 1 0 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol.: 15 536 1 3 400 235 271 1 24 1 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 1.00 1.00 1.00 1.00 1.00
Initial Bse.: 15 536 1 3 400 235 271 1 24 1 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 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 536 1 3 400 235 271 1 24 1 0 3
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 15 536 1 3 400 235 271 1 24 1 0 3

Critical Gap Module:
Critical Gap: 4.1 xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2
Followup Tim: 2.2 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3

Capacity Module:
Conflict Vol.: 600 xxxxx xxxxx 537 xxxxx xxxxx 974 973 400 1103 xxxxx 537
Potenc Cap.: 1170 xxxxx xxxxx 1011 xxxxx xxxxx 229 250 646 187 xxxxx 540
Move Cap.: 1170 xxxxx xxxxx 1011 xxxxx xxxxx 225 246 646 178 xxxxx 540
Volume/Cap.: 0.01 xxxxx xxxxx 0.00 xxxxx xxxxx 1.20 0.00 0.04 0.01 xxxxx 0.01

Level Of Service Module:
Queue: 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
Stopped Del: 8.1 xxxxx xxxxx 8.6 xxxxx xxxxx xxxxx xxxxx 10.8 xxxxx xxxxx xxxxx
LOS By Move: A * * * A * * * B * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 225 xxxxx xxxxx xxxxx 358 xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 13.4 xxxxx xxxxx xxxxx 0.0 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 172.0 xxxxx xxxxx xxxxx 15.2 xxxxx
Shared LOS: * * * * * F * * * C
ApproachDel: xxxxxx * * * * * 158.9 * * * * * 15.2
ApproachLOS: * * * * * F * * * * * C

Ione Casino
Existing No Project - Saturday
PM Peak Hour

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

Intersection #31 SR-88 / Kettleman
Cycle [sec]: 42 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.0
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 L T R
Control: Protected Protected Protected
Rights: Include Include Include
Lanes: 1 0 0 1 0 1 0 1 0 0 1 0 0 0 1 0 0 0

Volume Module:
Base Vol.: 22 403 4 5 328 78 155 38 20 9 48 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 1.00 1.00 1.00 1.00 1.00
Initial Bse.: 22 403 4 5 328 78 155 38 20 9 48 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 1.00 1.00 1.00 1.00 1.00
PHF Adj.: 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
PHF Volume: 22 403 4 5 328 78 155 38 20 9 48 3
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol.: 22 403 4 5 328 78 155 38 20 9 48 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 1.00 1.00 1.00 1.00 1.00
MUF Adj.: 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
Final Vol.: 22 403 4 5 328 78 155 38 20 9 48 3

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 0.95 0.97 0.97 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.99 0.99 0.99 0.99
Lanes: 1.00 0.99 0.01 1.00 0.81 0.19 1.73 0.36 0.08 0.15 0.80 0.05
Final Sat.: 1805 1879 19 1805 1490 354 1317 323 170 281 1499 94

Capacity Analysis Module:
Vol/Sat: 0.01 0.21 0.21 0.00 0.22 0.22 0.12 0.12 0.12 0.03 0.03 0.03 0.03
Crit Moves: ****
Green/Cycle: 0.07 0.31 0.31 0.07 0.31 0.31 0.17 0.17 0.17 0.17 0.17 0.17 0.17
Volume/Cap: 0.17 0.69 0.69 0.04 0.71 0.71 0.71 0.71 0.71 0.71 0.71 0.71 0.71
Delay/Veh: 19.0 16.3 16.3 18.3 17.0 17.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 19.0 16.3 16.3 18.3 17.0 17.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0
HCM2/Adj: 0 6 6 0 6 6 4 4 4 5 5 5 5

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
Intersection #36 SR-49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 0 (YAR = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 0 Level of Service: B

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

Volume Module:
Base Vol: 129 0 174 0 0 0 0 226 119 138 192 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: 129 0 174 0 0 0 0 226 119 138 192 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 0 174 0 0 0 0 226 119 138 192 0
Reduced Vol: 0 0 0 0 0 0 0 226 119 138 192 0
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 129 0 174 0 0 0 0 226 119 138 192 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: 0.43 0.00 0.57 0.00 0.00 0.00 0.00 0.66 0.34 1.00 1.00 0.00
Final Sat: 274 0 370 0 0 0 0 452 238 563 611 0

Capacity Analysis Module:
Vol/Sat: 0.47 xxxxx 0.47 xxxxx xxxxx xxxxx 0.50 0.50 0.25 0.31 xxxxx
Ccrit Moves: ****
Delay/Veh: 12.5 0.0 12.5 0.0 0.0 0.0 0.0 12.7 12.7 10.8 10.9 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: 12.5 0.0 12.5 0.0 0.0 0.0 0.0 12.7 12.7 10.8 10.9 0.0
LOS by Move: B * B * * * * B B B *
ApproachDel: 12.5 xxxxxx 12.7
Delay Adj: 1.00 xxxxx 1.00
ApprAdjDel: 12.5 xxxxxx 12.7
LOS by Appr: B * B

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #37 SR-16 / Ione

Average Delay (sec/veh): 1.4 Moret Case Level of Service: B (12.9)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 66 0 4 0 0 0 0 0 0 218 84 3 264 0
Growth Adj: 1.00 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 4 0 0 0 0 0 0 218 84 3 264 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 4 0 0 0 0 0 0 218 84 3 264 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 218 84 3 264 0
Final Vol: 66 0 4 0 0 0 0 0 0 218 84 3 264 0

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTime: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
Conflict Vol: 530 xxxxx 260 xxxxx xxxxx xxxxx xxxxx xxxxx 302 xxxxx xxxxx
Potential Cap.: 513 xxxxx 784 xxxxx xxxxx xxxxx xxxxx xxxxx 1253 xxxxx xxxxx
Move Cap.: 512 xxxxx 784 xxxxx xxxxx xxxxx xxxxx xxxxx 1253 xxxxx xxxxx
Volume/Cap: 0.113 xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx xxxxx

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 SR-16 / Murietta South Pkwy

Cycle (sec): 0 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 25 (Y+R = 4 sec) Average Delay (sec/veh): 7.8
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 Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 5 5 5 5 3 7 7 3 7 7 3 7 7
Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 0 1 0 0 1 0

Volume Module:
Base Vol: 0 1 0 3 0 71 113 300 1 0 333 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 1 0 3 0 71 113 300 1 0 333 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 1 0 3 0 71 113 300 1 0 333 16
Reduced Vol: 0 0 0 0 0 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
Final Vol: 0 1 0 3 0 71 113 300 1 0 333 16

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.85 0.92 0.97 0.87 1.00 0.96 0.96
Lanes: 0 0 1520 0 1615 1753 1839 6 1900 1748 84
Final Sat: 0 1520 0 1615 1753 1839 6 1900 1748 84

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.06 0.16 0.16 0.00 0.19 0.19
Crit Moves: ****
Green/Cycle: 0.00 0.20 0.00 0.32 0.12 0.44 0.44 0.00 0.32 0.32
Volume/Cap: 0.00 0.00 0.00 0.01 0.00 0.14 0.54 0.37 0.37 0.00 0.60 0.60
Delay/Veh: 0.0 8.0 0.0 8.0 0.0 6.2 13.1 5.0 5.0 0.0 8.8 8.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 8.0 0.0 8.0 0.0 6.2 13.1 5.0 5.0 0.0 8.8 8.8
HCM2kAVG: 0 0 0 0 0 1 2 2 2 0 3 3

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 SR-16 / Murietta Pkwy

Cycle (sec): 0 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.5
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 Protected Protected
Rights: Ovl Ovl Ovl Ovl
Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7
Lanes: 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 80 101 39 26 97 114 139 321 75 35 344 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: 80 101 39 26 97 114 139 321 75 35 344 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: 80 101 39 26 97 114 139 321 75 35 344 22
Reduced Vol: 0 0 0 0 0 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
Final Vol: 80 101 39 26 97 114 139 321 75 35 344 22

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.92 0.97 0.83 0.92 0.96 0.96
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1718 110

Capacity Analysis Module:
Vol/Sat: 0.04 0.05 0.02 0.01 0.05 0.07 0.08 0.17 0.05 0.02 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.08 0.19 0.31 0.08 0.19 0.30 0.11 0.27 0.36 0.12 0.28 0.28
Volume/Cap: 0.53 0.27 0.08 0.17 0.26 0.23 0.72 0.64 0.13 0.17 0.72 0.72
Delay/Veh: 19.4 12.7 8.8 15.9 12.7 9.6 27.7 14.3 8.0 14.7 16.6 16.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 19.4 12.7 8.8 15.9 12.7 9.6 27.7 14.3 8.0 14.7 16.6 16.6
HCM2kAVG: 2 1 0 0 1 1 3 4 1 1 6 6

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #40 SR-16 / Stone House
 Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C (20.4)
 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 Uncontrolled Uncontrolled
 Rights: Include Include Include
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 48 0 6 5 489 0 0 497 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 Base: 0 0 0 48 0 6 5 489 0 0 497 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 48 0 6 5 489 0 0 497 33
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 48 0 6 5 489 0 0 497 33

Critical Gap Module:
 Critical Gp:xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxxx xxxxxx
 FollowUpLim:xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx
 Capacity Module:
 Conflict Vol: xxxxx xxxxxx 1013 xxxxx 514 530 xxxxx xxxxxx xxxxx xxxxxx
 Potent Cap.: xxxxx xxxxxx 267 xxxxx 565 1032 xxxxx xxxxxx xxxxx xxxxxx
 Move Cap.: xxxxx xxxxxx 266 xxxxx 565 1032 xxxxx xxxxxx xxxxx xxxxxx
 Volume/Cap.: xxxxx xxxxx 0.18 xxxxx 0.01 0.00 xxxxx xxxxx xxxxx xxxxxx
 Level Of Service Module:
 Queue: xxxxx xxxxx xxxxxx 0.6 xxxxx 0.0 0.0 xxxxx xxxxxx xxxxxx xxxxxx
 Stopped Del:xxxxx 21.5 xxxxx 11.4 8.5 xxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxxx xxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx
 SharedQueue:xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shrd StpDel:xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 ApproachDel: xxxxxx 20.4 xxxxxx xxxxxx xxxxxx
 ApproachLOS: C

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #41 SR-16 / Latrobe (Sac)
 Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C (22.5)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include
 Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
 Volume Module:
 Base Vol: 7 0 1 1 0 13 11 510 4 3 515 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 Base: 7 0 1 1 0 13 11 510 4 3 515 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: 7 0 1 1 0 13 11 510 4 3 515 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 7 0 1 1 0 13 11 510 4 3 515 3

Critical Gap Module:
 Critical Gp: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx
 FollowUpLim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx
 Capacity Module:
 Conflict Vol: 1063 xxxxx 512 1057 xxxxx 517 518 xxxxx xxxxxx 514 xxxxx xxxxxx
 Potent Cap.: 203 xxxxx 566 205 xxxxx 563 1043 xxxxx xxxxxx 1046 xxxxx xxxxxx
 Move Cap.: 196 xxxxx 566 202 xxxxx 563 1043 xxxxx xxxxxx 1046 xxxxx xxxxxx
 Volume/Cap.: 0.04 xxxxx 0.00 0.00 xxxxx 0.02 0.01 xxxxx xxxxx 0.00 xxxxx xxxxx
 Level Of Service Module:
 Queue: xxxxxx xxxxx 0.0 xxxxxx xxxxx 0.1 0.0 xxxxx xxxxxx 0.0 xxxxx xxxxxx
 Stopped Del:xxxxx 11.4 xxxxxx xxxxx 11.5 8.5 xxxxx xxxxxx 8.5 xxxxx xxxxxx
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 196 xxxxx xxxxxx 202 xxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx
 SharedQueue: 0.1 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx
 Shrd StpDel: 24.0 xxxxx xxxxxx 22.9 xxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: C 22.5 C 12.4 B
 ApproachDel: C 22.5 C 12.4 B
 ApproachLOS: C

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #44 SR-16 / Grant Line
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.621
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 38.7
 Optimal Cycle: 40 Level Of Service: 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: 7 7 7 7 3 7 3 7
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 1 98 30 27 78 36 18 463 3 50 465 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 98 30 27 78 36 18 463 3 50 465 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 98 30 27 78 36 18 463 3 50 465 39
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 98 30 27 78 36 18 463 3 50 465 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
 M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 1 98 30 27 78 36 18 463 3 50 465 39
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.97 0.97 0.97 0.96 0.96 0.96 0.92 0.97 0.97 0.92 0.96 0.96
 Lane Adj: 0.01 0.76 0.23 0.19 0.55 0.26 1.00 0.99 0.01 1.00 0.92 0.08
 Final Sat.: 14 1399 428 348 1006 464 1753 1831 12 1753 1682 141
 Capacity Analysis Module:
 Vol/Sat: 0.07 0.07 0.07 0.08 0.08 0.08 0.01 0.25 0.25 0.03 0.28 0.28
 Crit Moves: ****
 Green/Cycle: 0.17 0.17 0.17 0.17 0.17 0.17 0.08 0.27 0.27 0.08 0.27 0.27
 Volume/Cap: 0.40 0.40 0.40 0.44 0.44 0.44 0.14 0.92 0.92 0.38 1.01 1.01
 Delay/Veh: 15.5 15.5 15.5 15.7 15.7 15.7 17.8 36.0 36.0 19.5 56.1 56.1
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 15.5 15.5 15.5 15.7 15.7 15.7 17.8 36.0 36.0 19.5 56.1 56.1
 HCMZAVG: 2 2 2 2 2 2 0 11 11 1 14 14

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #45 SR-16 / Sunrise
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.622
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
 Optimal Cycle: 40 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 3 7 7 7 3 7 7 3
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol: 6 188 32 224 241 60 52 235 9 31 291 200
 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: 6 188 32 224 241 60 52 235 9 31 291 200
 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: 6 188 32 224 241 60 52 235 9 31 291 200
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 6 188 32 224 241 60 52 235 9 31 291 200
 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
 M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 6 188 32 224 241 60 52 235 9 31 291 200
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.98 0.98 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lane Adj: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1588 270 1805 1900 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.12 0.12 0.12 0.13 0.04 0.03 0.13 0.01 0.02 0.16 0.13
 Crit Moves: ****
 Green/Cycle: 0.11 0.18 0.18 0.19 0.26 0.34 0.08 0.23 0.34 0.10 0.25 0.44
 Volume/Cap: 0.03 0.65 0.65 0.65 0.48 0.11 0.41 0.58 0.02 0.19 0.65 0.30
 Delay/Veh: 15.9 19.5 19.5 19.2 13.2 9.2 19.8 15.7 8.8 17.1 16.7 7.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 15.9 19.5 19.5 19.2 13.2 9.2 19.8 15.7 8.8 17.1 16.7 7.4
 HCMZAVG: 0 4 4 4 3 1 4 0 1 5 2

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #46 SR-16 / Excelsior
Average Delay (sec/veh): 4.9 Worst Case Level of Service: C(18.5)
Cycle (sec): 120
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 40 Level of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0
Volume Module:
Base Vol: 21 31 26 18 51 66 60 247 51 19 326 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: 21 31 26 18 51 66 60 247 51 19 326 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: 21 31 26 18 51 66 60 247 51 19 326 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 21 31 26 18 51 66 60 247 51 19 326 7
Critical Gap Module:
Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTrm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx
Capacity Module:
Conflict Vol: 819 764 273 789 786 330 333 xxxxx xxxxx 298 xxxxx xxxxx
Potent Cap.: 297 336 771 311 327 717 1204 xxxxx xxxxx 1241 xxxxx xxxxx
Move Cap.: 224 315 771 264 306 717 1204 xxxxx xxxxx 1241 xxxxx xxxxx
Volume/Cap: 0.09 0.10 0.03 0.07 0.17 0.09 0.05 xxxxx xxxxx 0.02 xxxxx xxxxx
Level of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 8.1 xxxxx xxxxx 7.9 xxxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LTR - LTR - RT LT - LTR - RT LTR - RT LTR - LTR - RT
Shared Cap.: xxx 345 xxxxx xxx 413 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 0.9 xxxxx xxxxx 1.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 18.5 xxxxx xxxxx 17.9 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * * C * * * * *
ApproachDel: 18.5 * * * * * 17.9 * * * * * xxxxxx * * * * *
ApproachLOS: C C C C C

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #47 SR-16 / Bradshaw
Cycle (sec): 120
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 40 Level of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1
Volume Module:
Base Vol: 50 423 33 153 535 80 97 233 51 41 282 136
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: 50 423 33 153 535 80 97 233 51 41 282 136
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: 50 423 33 153 535 80 97 233 51 41 282 136
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 50 423 33 153 535 80 97 233 51 41 282 136
Critical Gap Module:
Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTrm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx
Capacity Module:
Conflict Vol: 819 764 273 789 786 330 333 xxxxx xxxxx 298 xxxxx xxxxx
Potent Cap.: 297 336 771 311 327 717 1204 xxxxx xxxxx 1241 xxxxx xxxxx
Move Cap.: 224 315 771 264 306 717 1204 xxxxx xxxxx 1241 xxxxx xxxxx
Volume/Cap: 0.09 0.10 0.03 0.07 0.17 0.09 0.05 xxxxx xxxxx 0.02 xxxxx xxxxx
Level of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 8.1 xxxxx xxxxx 7.9 xxxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LTR - LTR - RT LT - LTR - RT LTR - RT LTR - LTR - RT
Shared Cap.: xxx 345 xxxxx xxx 413 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 0.9 xxxxx xxxxx 1.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 18.5 xxxxx xxxxx 17.9 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * * * * * C * * * * *
ApproachDel: 18.5 * * * * * 17.9 * * * * * xxxxxx * * * * *
ApproachLOS: C C C C C

APPENDIX A-1

Amador County Intersection Peak Hour Factors

Existing Traffic Counts - Intersection Peak Hour Factor (PHF)

EXISTING CONDITION		Friday PM Peak Hour	Saturday PM Peak Hour
		PHF	
1	State Route 49 / Miller Road	0.904	0.926
2	State Route 49 / Main Street	0.955	0.981
3	State Route 49 / Poplar Street	0.930	0.944
4	State Route 49 / Empire Street	0.941	0.907
5	State Route 49 / State Route 16	0.965	0.971
6	State Route 16 / State Route 124	0.968	0.924
7	State Route 16 / Latrobe Road (Amador County)	0.957	0.946
8	State Route 104 (Preston Avenue) / State Route 124	0.948	0.898
9	State Route 104 (Main Street) / State Route 124 (Church Street)	0.943	0.912
10	State Route 88 / State Route 124	0.922	0.935

APPENDIX B

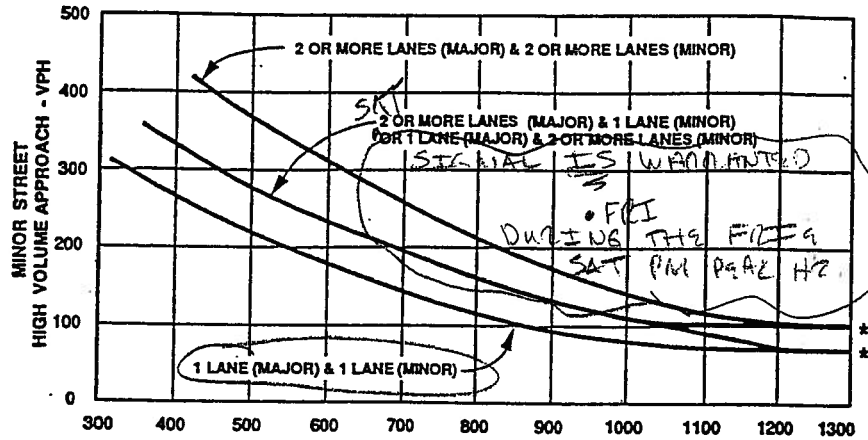
**Intersection Operations Calculations Existing
(No Project) with Recommended Improvements Condition**

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing (No Project)

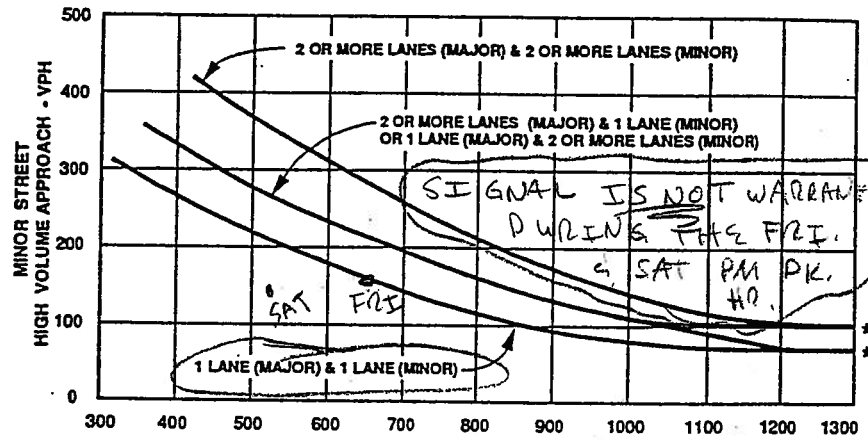
#5 SR 49 / SR 16

960
↔
(686)
268
↑
(355)



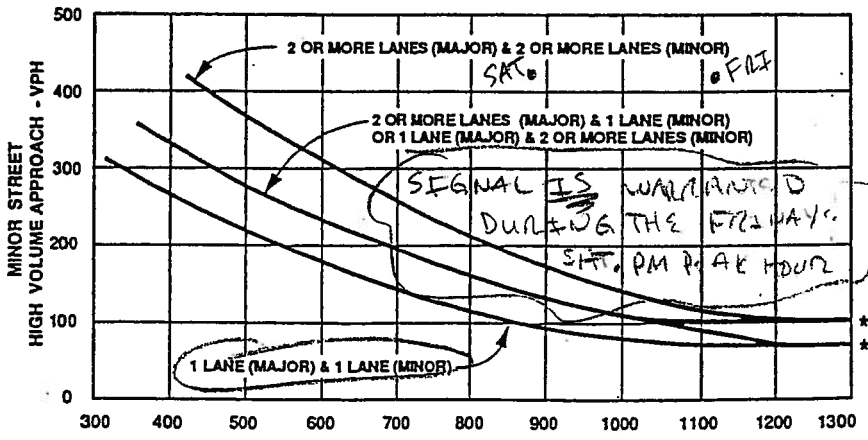
#8 SR 104 (Preslon) & SR 124

673
↔
(522)
165
←
(15A)



#11 SR 88 / SR 12 (East)

1103
↔
(898)
414
↙
(410)

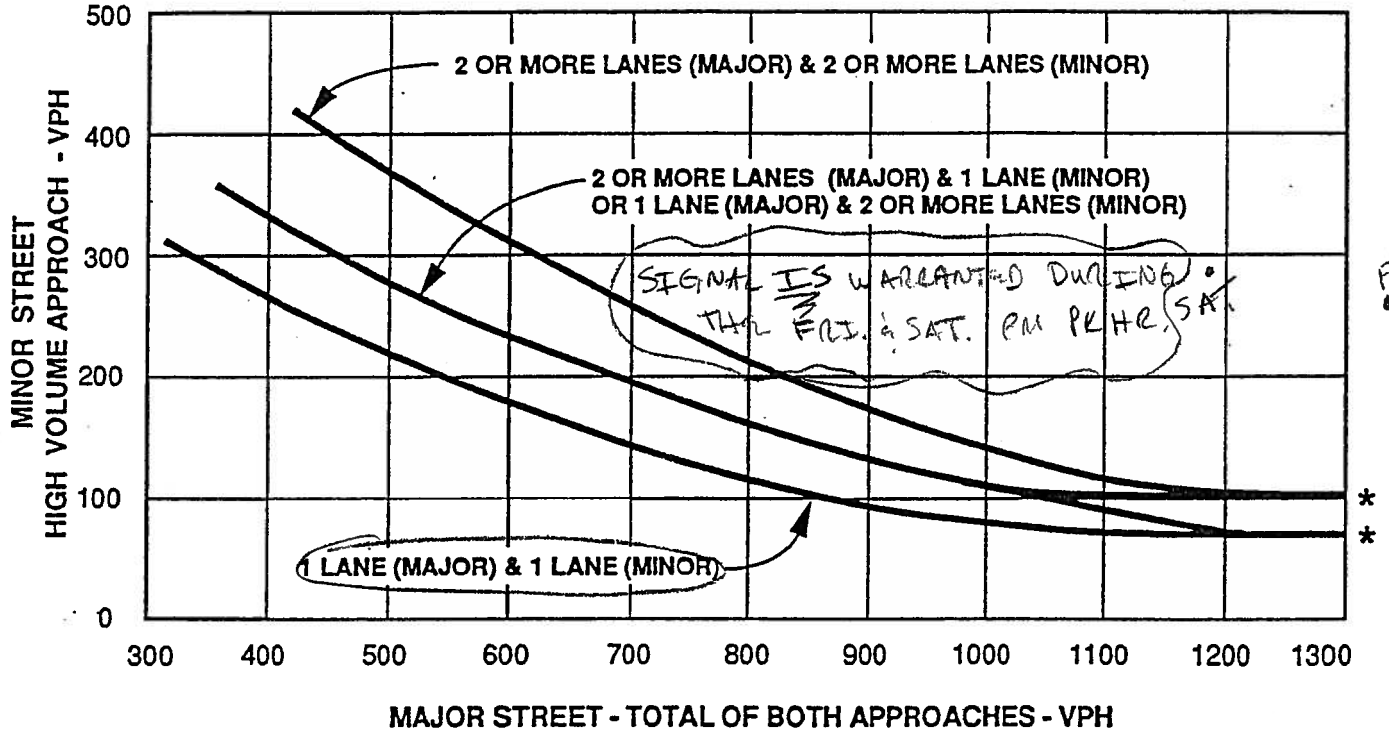


* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

Existing (No Project)



12 SR 88 / SR 12 (West)

* NOTE:

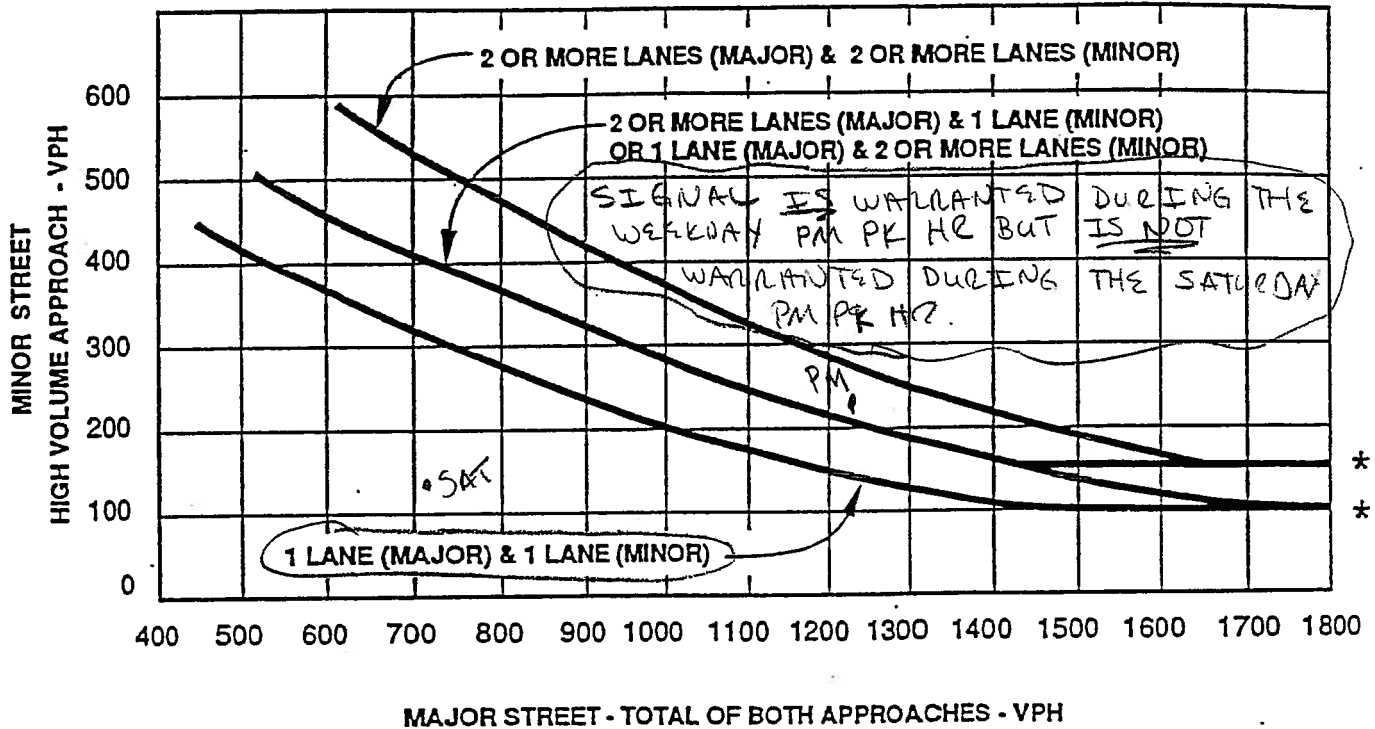
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

1451
↑
↓
(1190)

272
→
(296)

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

Existing (No Project)



#24 SR 16 / Excelsior

* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

1224
↔
(710)

211
↓
(135)

This Page is Intentionally Left Blank

Existing NP Rec Improvement
 Ione Casino
 Existing No Project Friday - Recommended Improvements
 PM Peak Hour

Existing NP Rec Improvement
 Ione Casino
 Existing No Project Friday - Recommended Improvements
 PM Peak Hour

Scenario Report

Turning Movement Report
 Existing

Scenario: Existing NP Rec Improvements - Friday
 Command: Existing NP Rec. Improvements - Friday
 Volume: Existing NP Recommended Improvements
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: Existing
 Trip Distribution: Existing
 Paths: Existing
 Routes: Existing
 Configuration: Existing

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	
#1 Latrobe / Old Sacramento					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#2 Main / Sherwood					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#3 Main / Empire					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#4 Main / Poplar					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#5 Main / Mill					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#6 SR-49 / Miller May					
Base	27 152 0	0 96 4	3 0 11	0 0 0	0 295
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	27 152 0	0 96 4	3 0 11	0 0 0	0 295
#7 SR-49 / Main-Fiddletown					
Base	48 120 234	15 103 18	14 63 44	110 53 13	834
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	48 120 234	15 103 18	14 63 44	110 53 13	834
#8 SR-49 / Poplar					
Base	36 469 0	0 264 6	6 0 40	0 0 0	821
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	36 469 0	0 264 6	6 0 40	0 0 0	821
#9 SR-49 / Empire					
Base	115 467 5	3 322 6	9 1 92	1 6 2	1030
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	115 467 5	3 322 6	9 1 92	1 6 2	1030

		Ione Casino						Ione Casino							
		Existing No Project Friday - Recommended Improvements						Existing No Project Friday - Recommended Improvements							
		PM Peak Hour						PM Peak Hour							
Volume Type	Northbound	Southbound	Eastbound		Westbound		Total	Volume Type	Northbound	Southbound	Eastbound		Westbound		Total
			Left	Right	Left	Right					Left	Right	Left	Right	
#10 SR-49 / SR-16															
Base	195	0	0	0	308	335	146	213	0	1283	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	195	0	0	0	308	335	146	213	0	1283	0	0	0	0	0
#11 SR-49 / Main (Drytown)															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#12 SR-49 / Water-Amador Creek															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#13 SR-49 / Gopher Flat															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#14 SR-49 / Eureka															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#15 SR-49 / Church															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#16 SR-49 / Ridge-SR-104															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#17 SR-49 / Jackson Gate-Ione Martell															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#18 SR-49 / SR-88 (North)															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Ione Casino						Ione Casino							
		Existing No Project Friday - Recommended Improvements						Existing No Project Friday - Recommended Improvements							
		PM Peak Hour						PM Peak Hour							
Volume Type	Northbound	Southbound	Eastbound		Westbound		Total	Volume Type	Northbound	Southbound	Eastbound		Westbound		Total
			Left	Right	Left	Right					Left	Right	Left	Right	
#19 SR-49 / Sutter															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#20 SR-49 / Hoffman															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#21 SR-49 / Main (Jackson)															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#22 SR-49 / SR-88 (South)															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#23 SR-16 / SR-124															
Base	9	0	107	0	0	0	0	541	18	50	367	0	1092	0	1092
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	0	107	0	0	0	0	541	18	50	367	0	1092	0	1092
#24 SR-16 / Latrobe (Amador)															
Base	0	0	132	0	5	4	399	0	0	215	89	844	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	132	0	5	4	399	0	0	215	89	844	0	0	0
#25 SR-104 (Preston) / SR-124 (North)															
Base	105	190	136	33	207	31	24	19	76	134	17	22	994	0	994
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	105	190	136	33	207	31	24	19	76	134	17	22	994	0	994
#26 SR-104 (Main) / SR-124 (Church)															
Base	174	6	11	2	7	16	32	183	221	3	136	3	796	0	796
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	174	6	11	2	7	16	32	183	221	3	136	3	796	0	796
#27 SR-104 / SR-88															
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Ione Casino						Existing No Project Friday - Recommended Improvements						Total					
		PM Peak Hour						PM Peak Hour											
		Northbound			Southbound			Northbound			Southbound			Westbound			Total		
Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	Total	
#28 SR-88 / SR-124																			
Base	0	0	0	0	3	0	143	133	388	0	0	283	0	0	283	2	952	0	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	3	0	143	133	388	0	0	283	0	0	283	2	952	0	
#29 SR-88 / SR-12 (North)																			
Base	0	0	0	69	0	363	480	396	0	0	224	0	0	224	52	1585	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	69	0	363	480	396	0	0	224	0	0	224	52	1585	0		
#30 SR-88 / SR-12 (South)																			
Base	30	761	2	3	468	251	264	1	19	2	3	2	3	2	1807	0	1807	0	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	30	761	2	3	468	251	264	1	19	2	3	2	3	2	1807	0	1807	0	
#31 SR-88 / Kettleman																			
Base	18	556	16	5	353	80	221	84	26	14	62	6	1440	0	1440	0	1440	0	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	18	556	16	5	353	80	221	84	26	14	62	6	1440	0	1440	0	1440	0	
#32 SR-12 / SR-99 SB Ramps																			
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
#33 SR-12 / SR-99 NB Ramps																			
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
#34 Kettleman / SR-99 SB Ramps																			
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
#35 Kettleman / SR-99 NB Ramps																			
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
#36 SR-49 / Pleasant Valley																			
Base	103	0	166	0	0	0	402	187	216	253	0	1328	0	1328	0	1328	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	103	0	166	0	0	0	402	187	216	253	0	1328	0	1328	0	1328	0		

		Ione Casino						Existing No Project Friday - Recommended Improvements						Total					
		PM Peak Hour						PM Peak Hour											
		Northbound			Southbound			Northbound			Southbound			Westbound			Total		
Volume	Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	Total	
#37 SR-16 / Ione																			
Base	55	0	1	0	0	0	0	0	447	135	0	215	0	215	0	853	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	55	0	1	0	0	0	0	0	447	135	0	215	0	215	0	853	0		
#38 SR-16 / Murietta South Pkwy																			
Base	0	0	1	7	2	88	180	581	0	1	263	8	1131	0	0	0	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	1	7	2	88	180	581	0	1	263	8	1131	0	0	0	0		
#39 SR-16 / Murietta Pkwy																			
Base	92	122	34	34	71	111	195	653	112	28	284	34	1771	0	0	0	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	92	122	34	34	71	111	195	653	112	28	284	34	1771	0	0	0	0		
#40 SR-16 / Stone House																			
Base	0	0	0	71	0	4	14	889	0	0	423	39	1439	0	0	0	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	71	0	4	14	889	0	0	423	39	1439	0	0	0	0		
#41 SR-16 / Latrobe (Sac)																			
Base	5	0	2	5	0	26	33	864	13	2	463	8	1422	0	0	0	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	5	0	2	5	0	26	33	864	13	2	463	8	1422	0	0	0	0		
#42 SR-16 / Dillard																			
Base	64	0	89	0	0	0	0	776	173	54	399	0	1555	0	0	0	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	64	0	89	0	0	0	0	776	173	54	399	0	1555	0	0	0	0		
#43 SR-16 / Sloughhouse																			
Base	4	0	54	0	0	0	0	939	8	29	532	0	1567	0	0	0	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	4	0	54	0	0	0	0	939	8	29	532	0	1567	0	0	0	0		
#44 SR-16 / Grant Line																			
Base	0	227	54	110	326	56	80	776	2	43	370	41	2085	0	0	0	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	227	54	110	326	56	80	776	2	43	370	41	2085	0	0	0	0		
#45 SR-16 / Sunrise																			
Base	4	329	57	328	831	118	83	480	22	37	254	172	2716	0	0	0	0		
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	4	329	57	328	831	118	83	480	22	37	254	172	2716	0	0	0	0		

Ione Casino
 Existing No Project Friday - Recommended Improvements
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	

#46 SR-16 / Excelsior													
Base	19	45	60	9	136	75	111	562	182	102	304	18	1622
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	45	60	9	136	75	111	562	182	102	304	18	1622
#47 SR-16 / Bradshaw													
Base	62	653	43	346	1119	489	268	525	77	55	291	122	4051
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	653	43	346	1119	489	268	525	77	55	291	122	4051
#101 SR-49 / Project Access													
Base	0	587	0	0	415	0	0	0	0	0	0	0	1002
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	587	0	0	415	0	0	0	0	0	0	0	1002
#174 SR-49 / Project Service Access													
Base	0	587	0	0	415	0	0	0	0	0	0	0	1002
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	587	0	0	415	0	0	0	0	0	0	0	1002
#176 Internal Project Intersection													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
 Existing No Project Friday - Recommended Improvements
 PM Peak Hour

Intersection	Base			Future			Change
	Del	V	C	Del	V	C	

# 10 SR-49 / SR-16	LOS	B	11.3	0.675	LOS	B	11.3
							0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor	LOS	B	13.3	0.548	LOS	B	13.3
							0.000 V/C

Impact Analysis Report
 Level Of Service

Ione Casino
 Existing No Project Friday - Recommended Improvements
 PM Peak Hour

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Base Volume Alternative)
 Intersection #25 SR-104 (Preston) / SR-124 (North)

Cycle (sec): 100
 Loss Time (sec): 0 (Y+R = 4 sec)
 Optimal Cycle: 0
 Level of Service: B

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

Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Min. Green:	0	0	0	0
Lanes:	1	0	1	0

Volume Module:	101	182	130	32	198	30	23	18	73	128	16	21
Base Vol:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User 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 Adj:	1.11	201	143	35	218	33	25	20	80	141	18	23
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1.11	201	143	35	218	33	25	20	80	141	18	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
Final Vol:	1.11	201	143	35	218	33	25	20	80	141	18	23

Saturation Flow Module:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjustment:	1.00	0.58	0.42	0.12	0.76	0.12	0.20	0.16	0.64	1.00	0.43	0.57
Lanes:	550	366	262	71	437	66	103	81	327	472	231	303

Capacity Analysis Module:	0.20	0.55	0.55	0.50	0.50	0.50	0.25	0.25	0.25	0.30	0.08	0.08
Vol/Sat:	10.6	14.5	14.5	14.6	14.6	14.6	11.3	11.3	11.3	12.6	9.4	9.4
Crit Moves:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.6	14.5	14.5	14.6	14.6	14.6	11.3	11.3	11.3	12.6	9.4	9.4
AdjDel/Veh:	10.6	14.5	14.5	14.6	14.6	14.6	11.3	11.3	11.3	12.6	9.4	9.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:	13.6	14.6	14.6	14.6	14.6	14.6	11.3	11.3	11.3	11.9	11.9	11.9
Delay Adj:	13.6	14.6	14.6	14.6	14.6	14.6	11.3	11.3	11.3	11.9	11.9	11.9
ApprAdjDel:	13.6	14.6	14.6	14.6	14.6	14.6	11.3	11.3	11.3	11.9	11.9	11.9
LOS by Appr:	B	B	B	B	B	B	B	B	B	B	B	B

Existing NP Sat Rec Improved Jul 27, 2005 17:41:09
 Ione Casino
 Existing No Project Saturday - Recommended Improvements
 PM Peak Hour

Existing No Project Saturday - Recommended Improvements
 PM Peak Hour

Scenario: Existing NP Sat Rec Improvements

Turning Movement Report
 Existing

Command: Existing Sat. NP Rec. Improvements
 Volume: Saturday Peak Hour
 Geometry: Existing NP Recommended Improvements
 Impact Fee: Existing
 Trip Generation: Existing
 Trip Distribution: Existing
 Paths: Existing
 Routes: Existing
 Configuration: Existing

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#1 Letrobe / Old Sacramento									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#6 SR-49 / Miller Way									
Base	14	179	0	0	111	5	1	0	21
Added	0	0	0	0	0	0	0	0	0
Total	14	179	0	0	111	5	1	0	21
#7 SR-49 / Main-Fiddletown									
Base	43	109	128	14	91	17	19	42	33
Added	0	0	0	0	0	0	0	0	0
Total	43	109	128	14	91	17	19	42	33
#8 SR-49 / Poplar									
Base	30	334	0	0	348	5	6	0	39
Added	0	0	0	0	0	0	0	0	0
Total	30	334	0	0	348	5	6	0	39
#9 SR-49 / Empire									
Base	59	330	3	1	383	11	21	0	194
Added	0	0	0	0	0	0	0	0	0
Total	59	330	3	1	383	11	21	0	194

		Ione Casino Existing No Project Saturday - Recommended Improvements PM Peak Hour								
Volume	Northbound	Southbound	Eastbound	Westbound	Total					
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 SR-49 / SR-16										
Base	289	0	0	0	165	187	191	238	0	1186
Added	0	0	0	0	0	0	0	0	0	0
Total	289	0	0	0	165	187	191	238	0	1186
#11 SR-49 / Main (Drytown)										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#12 SR-49 / Water-Amador Creek										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#13 SR-49 / Gopher Flat										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#14 SR-49 / Eureka										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#15 SR-49 / Church										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#16 SR-49 / Ridge-SR-104										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#17 SR-49 / Jackson Gate-Ione Martell										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#18 SR-49 / SR-88 (North)										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE

		Ione Casino Existing No Project Saturday - Recommended Improvements PM Peak Hour								
Volume	Northbound	Southbound	Eastbound	Westbound	Total					
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#19 SR-49 / Sutter										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#20 SR-49 / Hoffman										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#21 SR-49 / Main (Jackson)										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#22 SR-49 / SR-88 (South)										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
#23 SR-16 / SR-124										
Base	11	0	63	0	0	0	0	293	18	43
Added	0	0	0	0	0	0	0	0	0	0
Total	11	0	63	0	0	0	0	293	18	43
#24 SR-16 / Latrobe (Amador)										
Base	0	0	0	74	0	5	5	240	0	317
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	74	0	5	5	240	0	317
#25 SR-104 (Preston) / SR-124 (North)										
Base	123	179	91	23	163	16	21	24	72	105
Added	0	0	0	0	0	0	0	0	0	0
Total	123	179	91	23	163	16	21	24	72	105
#26 SR-104 (Main) / SR-124 (Church)										
Base	117	7	13	2	3	9	3	175	162	16
Added	0	0	0	0	0	0	0	0	0	0
Total	117	7	13	2	3	9	3	175	162	16
#27 SR-104 / SR-88										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE

 Existing No Project Saturday - Recommended Improvements
 Lone Casino
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#28 SR-88 / SR-124													
Base	0	0	0	2	0	117	89	299	0	0	348	2	857
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	117	89	299	0	0	348	2	857
#29 SR-88 / SR-12 (North)													
Base	0	0	0	64	0	403	394	270	0	0	291	68	1490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	64	0	403	394	270	0	0	291	68	1490
#30 SR-88 / SR-12 (South)													
Base	17	611	1	3	456	268	309	1	27	1	0	3	1698
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	611	1	3	456	268	309	1	27	1	0	3	1698
#31 SR-88 / Kettleman													
Base	25	459	5	6	374	89	177	43	23	10	55	3	1268
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	459	5	6	374	89	177	43	23	10	55	3	1268
#32 SR-12 / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#33 SR-12 / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#34 Kettleman / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#35 Kettleman / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#36 SR-49 / Pleasant Valley													
Base	147	0	198	0	0	0	0	258	136	157	219	0	1114
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	147	0	198	0	0	0	0	258	136	157	219	0	1114

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE

 Existing No Project Saturday - Recommended Improvements
 Lone Casino
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#37 SR-16 / Ione													
Base	75	0	5	0	0	0	0	248	96	3	301	0	728
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	0	5	0	0	0	0	248	96	3	301	0	728
#38 SR-16 / Murietta South Pkwy													
Base	0	1	0	0	3	0	81	129	342	1	0	379	18
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	3	0	81	129	342	1	0	379	18
#39 SR-16 / Murietta Pkwy													
Base	91	115	44	30	111	130	158	366	85	40	392	25	1587
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	115	44	30	111	130	158	366	85	40	392	25	1587
#40 SR-16 / Stone House													
Base	0	0	0	0	55	0	7	6	557	0	0	566	38
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	55	0	7	6	557	0	0	566	38
#41 SR-16 / Latrobe (Sac)													
Base	8	0	1	1	0	15	13	581	5	3	587	3	1217
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	1	1	0	15	13	581	5	3	587	3	1217
#42 SR-16 / Dillard													
Base	91	0	58	0	0	0	0	521	89	64	531	0	1354
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	0	58	0	0	0	0	521	89	64	531	0	1354
#43 SR-16 / Sloughhouse													
Base	0	0	40	0	0	0	0	681	3	33	656	0	1414
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	40	0	0	0	0	681	3	33	656	0	1414
#44 SR-16 / Grant Line													
Base	1	112	34	31	89	41	21	528	3	57	530	44	1490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	112	34	31	89	41	21	528	3	57	530	44	1490
#45 SR-16 / Sunrise													
Base	7	214	36	255	275	68	59	268	10	35	332	228	1788
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	214	36	255	275	68	59	268	10	35	332	228	1788

Traffic 7.7.0715 (c) 2004 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE

Ione Casino
Existing No Project Saturday - Recommended Improvements
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
#46 SR-16 / Excelsior													
Base	24	35	21	58	75	68	281	58	22	371	8	1052	
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	24	35	21	58	75	68	281	58	22	371	8	1052	
#47 SR-16 / Bradshaw													
Base	57	482	38	174	610	91	111	266	58	47	321	155	2409
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	57	482	38	174	610	91	111	266	58	47	321	155	2409
#101 SR-49 / Project Access													
Base	0	393	0	0	580	0	0	0	0	0	0	0	973
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	393	0	0	580	0	0	0	0	0	0	0	973
#174 SR-49 / Project Service Access													
Base	0	393	0	0	580	0	0	0	0	0	0	0	973
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	393	0	0	580	0	0	0	0	0	0	0	973
#176 Internal Project Intersection													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
Existing No Project Saturday - Recommended Improvements
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 10 SR-49 / SR-16	LOS Veh	C	LOS Veh	C	
	B	12.4	B	12.4	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	B	12.0	B	12.0	+ 0.000 V/C

 Ione Casino
 Existing No Project Saturday - Recommended Improvements
 PM Peak Hour

Signal Warrant Summary Report
 Base Met
 (Del / Vol)
 Future Met
 (Del / Vol)

Intersection
 # 25 SR-104 (Preston) / SR-124 (North)

 Ione Casino
 Existing No Project Saturday - Recommended Improvements
 PM Peak Hour

Level Of Service Computation Report
 Base Volume Alternative

 Intersection #10 SR-49 / SR-16

Cycle (sec): 30 Critical Vol./Cap. (X): 0.621
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.4
 Optimal Cycle: 33 Level Of Service: B

 Approach: North Bound south Bound East Bound west Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Permitted Permitted Protected Protected Protected
 Rights: Ovl Include
 Min. Green: 5 0 5 0
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0 0

Volume Module:
 Base Vol: 254 0 101 0 0 0 0 0 0 0 145 164 168 209 0
 Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Base: 289 0 115 0 0 0 0 0 0 165 187 191 238 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 298 0 119 0 0 0 0 0 0 170 192 197 245 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 298 0 119 0 0 0 0 0 0 170 192 197 245 0
 PCE Adj: 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
 MUF Adj: 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
 Final Vol.: 298 0 119 0 0 0 0 0 0 170 192 197 245 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.71 1.00 0.79 1.00 1.00 1.00 1.00 0.93 0.79 0.88 0.93 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 1.00
 Final Sat.: 1353 0 1495 0 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:
 Vol/Sat: 0.22 0.00 0.08 0.00 0.00 0.00 0.00 0.10 0.13 0.12 0.14 0.00
 Crit Moves: ****
 Green/Cycle: 0.30 0.00 0.47 0.00 0.00 0.00 0.00 0.23 0.23 0.16 0.40 0.00
 Volume/Cap: 0.72 0.00 0.17 0.00 0.00 0.00 0.00 0.41 0.55 0.72 0.35 0.00
 Delay/Veh: 15.6 0.0 4.7 0.0 0.0 0.0 0.0 10.4 12.0 21.2 6.7 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 15.6 0.0 4.7 0.0 0.0 0.0 0.0 10.4 12.0 21.2 6.7 0.0
 HCM2KAVG: 5 0 1 0 0 0 0 0 2 3 4 2 0

Ione Casino
 Existing No Project Saturday - Recommended Improvements
 PM Peak Hour

Level of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #25 SR-104 (Preston) / SP-124 (North)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
 Optimal Cycle: 0 Level Of Service: B

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

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 0 1 0 0 0 1 0 0 1 0 0 1 0

Volume Module:
 Base Vol.: 108 157 80 20 143 14 18 21 63 92 48 19
 Growth Adj.: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Bse.: 123 179 91 23 163 16 21 24 72 105 55 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 Volume: 137 199 102 25 181 18 23 27 80 117 61 24
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol.: 137 199 102 25 181 18 23 27 80 117 61 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
 M/F Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 137 199 102 25 181 18 23 27 80 117 61 24

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.66 0.34 0.11 0.81 0.08 0.18 0.20 0.62 1.00 0.72 0.28
 Final Sat.: 555 416 212 64 460 45 94 110 330 490 387 153

Capacity Analysis Module:
 Vol/Sat: 0.25 0.48 0.48 0.39 0.39 0.39 0.24 0.24 0.24 0.24 0.16 0.16
 Crit Moves: ****
 Delay/Veh: 11.0 13.1 13.1 12.7 12.7 12.7 11.0 11.0 11.0 11.6 10.0 10.0
 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: 11.0 13.1 13.1 12.7 12.7 12.7 11.0 11.0 11.0 11.6 10.0 10.0
 LOS by Move: B B B B B B B B B B A A
 ApproachDel: 12.4 12.7 12.7 11.0 10.9
 Delay Adj.: 1.00 1.00 1.00 1.00 1.00
 PoprAdjDel: 12.4 12.7 11.0 10.9
 LOS by Appr: B B B B B

Existing No Project Friday - Recommended Improvements PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #29 SR-88 / SR-12 (North)

Cycle (sec): 40 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9-2
Optimal Cycle: OPTIMIZED Level of Service: A

Approach: North Bound South 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

Volume Module:
Base Vol.: 0 0 66 0 348 460 379 0 0 214 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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.23 0.26 0.21 0.00 0.00 0.15 0.15
Crit Moves: ****

Green/Cycle: 0.00 0.00 0.00 0.13 0.00 0.54 0.42 0.65 0.00 0.00 0.23 0.23
Volume/Cap: 0.00 0.00 0.00 0.37 0.00 0.43 0.64 0.32 0.00 0.00 0.64 0.64

Delay/Veh: 0.0 0.0 0.0 17.3 0.0 5.8 11.1 3.2 0.0 0.0 17.0 17.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Existing No Project Friday - Recommended Improvements PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #30 SR-88 / SR-12 (South)

Cycle (sec): 80 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: OPTIMIZED Level of Service: B

Approach: North Bound South Bound 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 Include

Volume Module:
Base Vol.: 29 729 2 3 448 240 253 1 18 2 3 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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.83 0.83 0.91 0.91

Capacity Analysis Module:
Vol/Sat: 0.02 0.38 0.38 0.00 0.25 0.16 0.15 0.01 0.01 0.00 0.00 0.00
Crit Moves: ****

Green/Cycle: 0.04 0.53 0.53 0.04 0.53 0.73 0.20 0.20 0.20 0.09 0.09 0.09
Volume/Cap: 0.43 0.73 0.73 0.05 0.48 0.22 0.73 0.06 0.06 0.05 0.05 0.05

Delay/Veh: 42.0 17.4 17.4 37.4 12.4 3.7 37.8 26.1 26.1 33.6 33.6 33.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Ione Casino
Existing No Project Friday - Recommended Improvements
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #31 SR-88 / Kettleman
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.592
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.7
 Optimal Cycle: OPTIMIZED Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include
 Min. Green: 3 0 7 7 3 0 0 1 0 1 0 0 1 0 0 0 1 0 0 0
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 0
 Volume Module:
 Base Vol: 17 532 15 5 338 77 212 80 25 13 59 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: 17 532 15 5 338 77 212 80 25 13 59 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: 17 532 15 5 338 77 212 80 25 13 59 6
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 17 532 15 5 338 77 212 80 25 13 59 6
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 17 532 15 5 338 77 212 80 25 13 59 6
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.92 0.94 0.94 0.95 0.95 0.95
 Lanes: 1.00 0.97 0.03 1.00 0.81 0.13 1.00 0.76 0.24 0.17 0.75 0.08
 Final Sat.: 1702 1736 49 1702 1418 323 1753 1355 423 302 1370 139
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.31 0.31 0.00 0.24 0.24 0.12 0.06 0.06 0.04 0.04 0.04
 Crit Moves: ****
 Green/Cycle: 0.05 0.45 0.45 0.05 0.45 0.45 0.18 0.18 0.18 0.12 0.12 0.12
 Volume/Cap: 0.20 0.67 0.67 0.06 0.52 0.52 0.67 0.33 0.33 0.37 0.37 0.37
 Delay/Veh: 28.5 15.2 15.2 27.4 12.4 12.4 28.7 22.1 22.1 25.6 25.6 25.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 28.5 15.2 15.2 27.4 12.4 12.4 28.7 22.1 22.1 25.6 25.6 25.6
 HCM2kAvg: 1 9 0 6 5 2 2 2 2 2 2 2

Ione Casino
Existing No Project Friday - Recommended Improvements
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #46 SR-16 / Excelsior
 Cycle (sec): 40 Critical Vol./Cap. (X): 0.759
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
 Optimal Cycle: OPTIMIZED Level Of Service: 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
 Min. Green: 5 5 5 5 5 5 3 7
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 1 0 1 0
 Volume Module:
 Base Vol: 18 43 57 9 130 72 106 538 174 98 291 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 43 57 9 130 72 106 538 174 98 291 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 43 57 9 130 72 106 538 174 98 291 17
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 18 43 57 9 130 72 106 538 174 98 291 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
 Final Vol: 18 43 57 9 130 72 106 538 174 98 291 17
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.83 0.83 0.83 0.94 0.94 0.94 0.90 0.91 0.91 0.90 0.94 0.94
 Lanes: 0.15 0.36 0.49 0.04 0.62 0.34 1.00 0.76 0.24 1.00 0.94 0.06
 Final Sat.: 242 577 765 76 1099 609 1702 1304 422 1702 1679 98
 Capacity Analysis Module:
 Vol/Sat: 0.07 0.07 0.07 0.12 0.12 0.12 0.06 0.41 0.41 0.06 0.17 0.17
 Crit Moves: ****
 Green/Cycle: 0.16 0.16 0.16 0.16 0.16 0.16 0.19 0.54 0.54 0.08 0.43 0.43
 Volume/Cap: 0.48 0.48 0.48 0.76 0.76 0.76 0.34 0.76 0.76 0.76 0.40 0.40
 Delay/Veh: 16.9 16.9 16.9 27.7 27.7 27.7 14.8 10.8 10.8 40.8 8.1 8.1
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 16.9 16.9 16.9 27.7 27.7 27.7 14.8 10.8 10.8 40.8 8.1 8.1
 HCM2kAvg: 2 2 2 5 5 5 2 9 9 3 3 3

Ione Casino
Existing No Project Saturday - Recommended Improvements
PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Cycle (sec): 65 Critical Vol./Cap. (X): 0.543
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
 Optimal Cycle: OPTIMIZED Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include Ovl Include
 Min. Green: 3 0 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0
 Volume Module:
 Base Vol: 15 536 1 3 400 235 271 1 24 1 24 1 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 1.00 1.00
 Initial Bse: 15 536 1 3 400 235 271 1 24 1 24 1 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 1.00 1.00
 PHF Adj: 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: 15 536 1 3 400 235 271 1 24 1 24 1 0 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 536 1 3 400 235 271 1 24 1 24 1 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 1.00 1.00
 MLF Adj: 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
 Final Vol.: 15 536 1 3 400 235 271 1 24 1 24 1 0 3
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.82 0.82 0.85 1.00 0.85
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.04 0.96 0.25 0.00 0.75
 Final Sat.: 1805 1896 4 1702 1792 1523 1736 63 1502 406 0 1218
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.28 0.28 0.00 0.22 0.15 0.16 0.02 0.02 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.05 0.43 0.43 0.05 0.43 0.66 0.24 0.24 0.24 0.11 0.00 0.11
 Volume/Cap: 0.18 0.66 0.66 0.04 0.52 0.23 0.66 0.07 0.07 0.02 0.00 0.02
 Delay/Veh: 30.9 17.0 17.0 29.8 14.4 4.5 26.6 19.4 19.4 26.0 0.0 26.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 30.9 17.0 17.0 29.8 14.4 4.5 26.6 19.4 19.4 26.0 0.0 26.0
 HCM2kAVG: 0 10 10 0 6 2 6 0 0 0 0 0

Ione Casino
Existing No Project Saturday - Recommended Improvements
PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)
 Cycle (sec): 35 Critical Vol./Cap. (X): 0.560
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
 Optimal Cycle: OPTIMIZED Level Of Service: A
 Approach: North Bound South 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 1 0 0 0 1 0 1 0 0 0 0 0 0 0 1 0
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 56 0 354 346 237 0 0 255 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 56 0 354 346 237 0 0 255 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 56 0 354 346 237 0 0 255 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 56 0 354 346 237 0 0 255 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
 Final Vol.: 0 0 0 56 0 354 346 237 0 0 255 60
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.81 0.19
 Final Sat.: 0 0 0 1408 0 1495 1736 1828 0 0 1441 339
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.24 0.20 0.13 0.00 0.00 0.18 0.18
 Crit Moves: ****
 Green/Cycle: 0.14 0.00 0.46 0.32 0.60 0.00 0.00 0.28 0.28
 Volume/Cap: 0.00 0.00 0.27 0.00 0.51 0.63 0.22 0.00 0.00 0.63 0.63
 Delay/Veh: 0.0 0.0 0.0 14.1 0.0 7.3 12.5 3.3 0.0 0.0 13.5 13.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 14.1 0.0 7.3 12.5 3.3 0.0 0.0 13.5 13.5
 HCM2kAVG: 0 0 0 1 0 3 5 1 0 0 0 4

Existing Plus Approved Projects (2006) Friday
 Ione Casino
 PM Peak Hour

Scenario: 2006 Ex + Ap Friday
 Command: 2006 Ex + Ap Friday
 Volume: 2006 Ex + Ap Friday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: Existing
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Scenario Report

Turning Movement Report
 Existing

Existing Plus Approved Projects (2006) Friday
 Ione Casino
 PM Peak Hour

Turning Movement Report
 Existing

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right Volume
#1 Latrobe / Old Sacramento					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#2 Main / Sherwood					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#3 Main / Empire					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#4 Main / Poplar					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#5 Main / Mill					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#6 SR-49 / Miller Way					
Base	27 152 0	0 96 4	3 0 11	0 0 0	0 295
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	27 152 0	0 96 4	3 0 11	0 0 0	0 295
#7 SR-49 / Main-Fiddletown					
Base	48 120 234	15 103 18	14 63 44	110 53 13	834
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	48 120 234	15 103 18	14 63 44	110 53 13	834
#8 SR-49 / Poplar					
Base	36 469 0	0 264 6	6 0 40	0 0 0	821
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	36 469 0	0 264 6	6 0 40	0 0 0	821
#9 SR-49 / Empire					
Base	115 467 5	3 322 6	9 1 92	1 6 2	1030
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	115 467 5	3 322 6	9 1 92	1 6 2	1030

Existing Plus Approved Projects (2006) Friday
Ione Casino
PM Peak Hour

Existing Plus Approved Projects (2006) Friday
Ione Casino
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#10 SR-49 / SR-16									
Base	195	0	0	0	308	335	146	213	0
Added	0	0	0	0	0	0	0	0	0
Total	195	0	0	0	308	335	146	213	0
#11 SR-49 / Main (Drytown)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#12 SR-49 / Water-Amador Creek									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#13 SR-49 / Gopher Flat									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#14 SR-49 / Eureka									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#15 SR-49 / Church									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#17 SR-49 / Jackson Gate-Ione Martell									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#18 SR-49 / SR-88 (North)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#19 SR-49 / Sutter									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#20 SR-49 / Hoffman									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#21 SR-49 / Main (Jackson)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#22 SR-49 / SR-88 (South)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#23 SR-16 / SR-124									
Base	9	0	107	0	0	0	0	541	18
Added	0	0	0	0	0	0	0	0	0
Total	9	0	107	0	0	0	541	18	18
#24 SR-16 / Latrobe (Amador)									
Base	0	0	132	0	5	4	399	0	215
Added	0	0	0	0	0	0	0	0	0
Total	0	0	132	0	5	4	399	0	215
#25 SR-104 (Preston) / SR-124 (North)									
Base	105	190	136	33	207	31	24	19	76
Added	0	0	0	0	0	0	0	0	0
Total	105	190	136	33	207	31	24	19	76
#26 SR-104 (Main) / SR-124 (Church)									
Base	174	6	11	2	7	16	32	183	221
Added	0	0	0	0	0	0	0	0	0
Total	174	6	11	2	7	16	32	183	221
#27 SR-104 / SR-88									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	

#28 SR-88 / SR-124											
Base	0	0	3	0	143	388	0	0	283	2	952
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	143	388	0	0	283	2	952

#29 SR-88 / SR-12 (North)											
Base	0	0	69	0	363	480	396	0	224	52	1585
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	69	0	363	480	396	0	224	52	1585

#30 SR-88 / SR-12 (South)													
Base	30	761	2	3	468	251	264	1	19	2	3	2	1807
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	761	2	3	468	251	264	1	19	2	3	2	1807

#31 SR-88 / Kettleman													
Base	18	556	16	5	353	80	221	84	26	14	62	6	1440
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	556	16	5	353	80	221	84	26	14	62	6	1440

#32 SR-12 / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#33 SR-12 / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#34 Kettleman / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#35 Kettleman / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#36 SR-49 / Pleasant Valley													
Base	103	0	166	0	0	0	0	402	187	216	253	0	1328
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	103	0	166	0	0	0	0	402	187	216	253	0	1328

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	

#37 SR-16 / Ione													
Base	55	0	1	0	0	0	0	447	135	0	215	0	853
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	0	1	0	0	0	0	447	135	0	215	0	853

#38 SR-16 / Murietta South Pkwy													
Base	0	0	1	7	2	88	180	581	0	1	263	8	1131
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	7	2	88	180	581	0	1	263	8	1131

#39 SR-16 / Murietta Pkwy													
Base	92	122	34	34	71	111	195	653	112	28	284	34	1771
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	92	122	34	34	71	111	195	653	112	28	284	34	1771

#40 SR-16 / Stone House													
Base	0	0	0	71	0	4	14	889	0	0	423	39	1439
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	71	0	4	14	889	0	0	423	39	1439

#41 SR-16 / Latrobe (Sac)													
Base	5	0	2	5	0	26	33	864	13	2	463	8	1422
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	2	5	0	26	33	864	13	2	463	8	1422

#42 SR-16 / Dillard													
Base	64	0	89	0	0	0	0	776	173	54	399	0	1555
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	64	0	89	0	0	0	0	776	173	54	399	0	1555

#43 SR-16 / Sloughhouse													
Base	4	0	54	0	0	0	0	939	8	29	532	0	1567
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	54	0	0	0	0	939	8	29	532	0	1567

#44 SR-16 / Grant Line													
Base	0	227	54	110	326	56	80	776	2	43	370	41	2085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	227	54	110	326	56	80	776	2	43	370	41	2085

#45 SR-16 / Sunrise													
Base	4	329	57	328	831	118	83	480	22	37	254	172	2716
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	329	57	328	831	118	83	480	22	37	254	172	2716

Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru		Right			
#146 SR-16 / Excelsior	19	45	60	9	136	75	111	562	182	102	304	18	1622
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	19	45	60	9	136	75	111	562	182	102	304	18	1622
Total	19	45	60	9	136	75	111	562	182	102	304	18	1622
#147 SR-16 / Bradshaw	62	653	43	346	1119	489	268	525	77	55	291	122	4051
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	62	653	43	346	1119	489	268	525	77	55	291	122	4051
Total	62	653	43	346	1119	489	268	525	77	55	291	122	4051
#101 SR-49 / Project Access	0	587	0	0	415	0	0	0	0	0	0	0	1002
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	587	0	0	415	0	0	0	0	0	0	0	1002
Total	0	587	0	0	415	0	0	0	0	0	0	0	1002
#174 SR-49 / Project Service Access	0	587	0	0	415	0	0	0	0	0	0	0	1002
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	587	0	0	415	0	0	0	0	0	0	0	1002
Total	0	587	0	0	415	0	0	0	0	0	0	0	1002
#176 Internal Project Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	R	L	T	R	L	T	R			
6 SR-49 / Mille	27	152	0	0	96	4	3	0	11	0	0	0
7 SR-49 / Main-	48	120	234	15	103	18	14	63	44	110	53	13
8 SR-49 / Poplar	36	469	0	0	264	6	6	0	40	0	0	0
9 SR-49 / Empir	115	467	5	3	322	6	9	1	92	1	6	2
10 SR-49 / SR-16	195	0	85	0	0	0	0	308	335	146	213	0
23 SR-16 / SR-12	9	0	107	0	0	0	0	541	18	50	367	0
24 SR-16 / Latro	0	0	0	132	0	5	4	399	0	0	215	89
25 SR-104 (Prest)	105	190	136	33	207	31	24	19	76	134	17	22
26 SR-104 (Main)	174	6	11	2	7	16	32	183	221	3	136	3
28 SR-88 / SR-12	0	0	0	3	0	143	133	368	0	0	283	2

Intersection Volume Report
Base Volume Alternative

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	27	152	0	0	86	4	3	0	11	0	0	0
7 SR-49 / Main-	48	120	234	15	103	18	14	63	44	110	53	13
8 SR-49 / Poplar	36	469	0	0	264	6	6	0	40	0	0	0
9 SR-49 / Empir	115	467	5	3	322	6	9	1	92	1	6	2
10 SR-49 / SR-16	195	0	85	0	0	0	0	308	335	146	213	0
23 SR-16 / SR-12	9	0	107	0	0	0	0	541	18	50	367	0
24 SR-16 / Latro	0	0	0	132	0	5	4	399	0	0	215	89
25 SR-104 (Prest)	105	190	136	33	207	31	24	19	76	134	17	22
26 SR-104 (Main)	174	6	11	2	7	16	32	183	221	3	136	3
28 SR-88 / SR-12	0	0	0	3	0	143	133	388	0	0	283	2

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del/ LOS	Veh C	V/ C	Del/ LOS	Veh C	V/ C	
# 6 SR-49 / Miller Way	A	9.2	0.000	A	9.2	0.000	+ 0.000 D/V
# 7 SR-49 / Main-Fiddletown	C	21.7	0.000	C	21.7	0.000	+ 0.000 D/V
# 8 SR-49 / Poplar	B	11.1	0.000	B	11.1	0.000	+ 0.000 D/V
# 9 SR-49 / Empire	C	22.7	0.000	C	22.7	0.000	+ 0.000 D/V
# 10 SR-49 / SR-16	D	31.3	0.000	D	31.3	0.000	+ 0.000 D/V
# 23 SR-16 / SR-124	B	14.3	0.000	B	14.3	0.000	+ 0.000 D/V
# 24 SR-16 / Latrobe (Amador)	C	18.1	0.000	C	18.1	0.000	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	55.0	0.000	F	55.0	0.000	+ 0.000 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	20.6	0.000	C	20.6	0.000	+ 0.000 D/V
# 28 SR-88 / SR-124	B	11.6	0.000	B	11.6	0.000	+ 0.000 D/V

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	???	NO
# 7 SR-49 / Main-Fiddletown	???	NO
# 8 SR-49 / Poplar	???	NO
# 9 SR-49 / Empire	???	NO
# 10 SR-49 / SR-16	???	NO
# 21 SR-16 / SR-124	???	NO
# 24 SR-16 / Latrobe (Amador)	???	NO
# 25 SR-104 (Preston) / SR-124 (North)	???	NO
# 26 SR-104 (Main) / SR-124 (Church)	???	NO
# 28 SR-88 / SR-124	???	NO

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Signal Warrant Report

Intersection #6 SR-49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Uncontrolled Stop Sign

Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0

Final Vol.: 30 169 0 0 106 5 3 0 13 0 0 0 0 0 0

ApproachDel: xxxxxx xxxxxx xxxxxx 9.2 xxxxxx

Approach(eastbound)[lanes=1][control=Stop]

Signal warrant rule #1: (vehicle-hours=0.0)

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: (approach volume=16)
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: (approach count=3)(total volume=326)
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Signal Warrant Report

Intersection #7 SR-49 / Main-Fiddletown

Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

Final Vol.: 50 126 245 15 108 19 14 66 46 115 56 13
ApproachDel: xxxxxx xxxxxx 13.9 21.7

Approach(eastbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.5)
FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=126]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=873]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=184]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=873]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Signal Warrant Report

Intersection #8 SR-49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

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

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

Final Vol.: 38 504 0 0 284 7 7 0 43 0 0 0 0
ApproachDel: xxxxxx xxxxxx 11.1 xxxxxx

Approach(eastbound) [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=49]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=883]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Signal Warrant Report

Intersection #9 SR-49 / Empire
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0
Final Vol.: 122 496 6 3 342 7 10 1 98 1 7 7 2
ApproachDel: xxxxxx 12.6 xxxxxx 22.7

Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=109]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1094]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Signal Warrant Report

Intersection #10 SR-49 / SR-16
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 0 0
Final Vol.: 202 0 88 0 0 0 0 0 0 0 0 319 347 152 221 0
ApproachDel: 31.3 xxxxxx xxxxxx

Approach[northbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=2.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=290]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1323]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Signal Warrant Report

Intersection #23 SR-16 / SR-124

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Final Vol.:	10 0 110	0 0 0 0 0	0 559 18	52 379 0
ApproachDel:	14.3	xxxxxx	xxxxxx	xxxxxx

Approach[northbound] [lanes=2] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=0.5)
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volumes=120]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1128]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Signal Warrant Report

Intersection #24 SR-16 / Latrobe (Amdor)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1 1 0	0 1 0 0 0	0 0 0 1 0
Final Vol.:	0 0 0 0 0	138 0 5 4	417 0	0 225 93
ApproachDel:	xxxxxx	18.1	xxxxxx	xxxxxx

Approach[southbound] [lanes=1] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=0.7)
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=143]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=882]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Signal Warrant Report

Intersection #26 SR-104 (Main) / SR-124 (Church)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled uncontrolled Uncontrolled Uncontrolled
Lanes: 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0
Final Vol.: 185 7 12 2 8 17 34 194 235
ApproachDel: .xxxxxx 20.5 11.3 .xxxxxx

Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=204]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=844]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=844]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Signal Warrant Report

Intersection #25 SR-104 (Presson) / SR-124 (North)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled uncontrolled Uncontrolled Uncontrolled
Lanes: 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0
Final Vol.: 111 201 143 35 218 33 25 20 80 141 18 23
ApproachDel: .xxxxxx .xxxxxx 16.1 .xxxxxx

Approach[eastbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=126]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1049]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=2.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=182]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1049]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Signal Warrant Report
 Intersection #28 SR-88 / SR-124
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0
 Final Vol.: xxxxxx 11.6 xxxxxx
 ApproachDel: xxxxxx
 Approach[southbound] [lanes=2] [control=STOP]
 Signal Warrant Rule #1: (vehicle-hours=0.5)
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: (approach volume=159)
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=3) [total volume=1032]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #6 SR-49 / Miller Way
 Average Delay (sec/veh): 1.2 Worst Case Level Of Service: A [9.2]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0
 Volume Module:
 Base Vol: 26 146 0 0 92 4 3 0 11
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 27 152 0 0 96 4 3 0 11
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 27 152 0 0 96 4 3 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume: 30 169 0 0 106 5 3 0 13
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 30 169 0 0 106 5 3 0 13
 Critical Gap Module:
 Critical Gap: 4.2 xxx xxxxxx xxxxxx xxxxxx 6.4 xxx 6.2 xxxxxx xxxxxx xxxxxx
 FollowupTm: 2.3 xxx xxxxxx xxxxxx xxxxxx 3.5 xxx 3.3 xxxxxx xxxxxx xxxxxx
 Capacity Module:
 Conflict Vol: 111 xxx xxxxxx xxxxxx xxxxxx 337 xxx 109 xxx xxxxxx xxxxxx
 Forcnt Cap: 1442 xxx xxxxxx xxxxxx xxxxxx 662 xxx 951 xxx xxxxxx xxxxxx
 Move Cap: 1442 xxx xxxxxx xxxxxx xxxxxx 652 xxx 951 xxx xxxxxx xxxxxx
 Volume/Cap: 0.02 xxx xxxxxx xxxxxx xxxxxx 0.01 xxx 0.01 xxx xxxxxx xxxxxx
 Level Of Service Module:
 Queue: 0.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Stopped Del: 7.5 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared Queue: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shrd StpDel: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx
 ApproachLOS: A

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #8 SR-49 / Poplar

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B (11.1)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 34 449 0 0 253 6 6 0 38 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 36 469 0 0 264 6 6 0 40 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 36 469 0 0 264 6 6 0 40 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 38 504 0 0 284 7 7 0 43 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 38 504 0 0 284 7 7 0 43 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 291 xxxxx xxxxx xxxxx xxxxx 868 xxxxx 288 xxxxx xxxxx xxxxx
Potential Cap.: 1237 xxxxx xxxxx xxxxx xxxxx 325 xxxxx 756 xxxxx xxxxx xxxxx
Move Cap.: 1237 xxxxx xxxxx xxxxx xxxxx 318 xxxxx 756 xxxxx xxxxx xxxxx
Volume/Cap: 0.03 xxxxx xxxxx xxxxx xxxxx 0.02 xxxxx 0.06 xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 8.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * *
ApproachDel: xxxxxx xxxxxx 11.1 xxxxxx
ApproachLOS: xxxxxx B

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #7 SR-49 / Main-Fiddletown

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: C (21.7)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 46 115 224 14 99 17 13 60 42 105 51 12
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 48 120 234 15 103 18 14 63 44 110 53 13
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 48 120 234 15 103 18 14 63 44 110 53 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 50 126 245 15 108 19 14 66 46 115 56 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 50 126 245 15 108 19 14 66 46 115 56 13
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 127 xxxxx xxxxx 371 xxxxx xxxxx 532 620 118 553 506 248
Potential Cap.: 1423 xxxxx xxxxx 1155 xxxxx xxxxx 462 407 940 447 472 795
Move Cap.: 1423 xxxxx xxxxx 1155 xxxxx xxxxx 396 387 940 356 448 795
Volume/Cap: 0.04 xxxxx xxxxx 0.01 xxxxx xxxxx 0.04 0.17 0.05 0.32 0.12 0.02

Level Of Service Module:
Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
Stopped Del: 7.6 xxxxx xxxxx 8.2 xxxxx xxxxx xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 388 xxxxx xxxxx xxxxx 397 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 0.8 xxxxx xxxxx xxxxx 2.4 xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx xxxxxx 13.9 B
ApproachLOS: xxxxxx C

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

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

Intersection #9 SR-49 / Empire
Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C (2.7)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 110 447 5 3 308 6 9 1 88 1 6 2
Growth Adj: 1.04

Critical Gap Module:
Critical Gap: 4.2 xxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowupTm: 2.3 xxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 349 xxxxxx 502 xxxxxx 1099 1098 345 1144 1098 499
Potential Cap: 1178 xxxxxx 1032 xxxxxx 191 215 702 178 214 576

Level Of Service Module:
Queue: 0.3 xxxx xxxxxx 0.0 xxxx xxxxxx 0.5 xxxx xxxxxx xxxxxx
Stopped Del: 8.4 xxxx xxxxxx 8.5 xxxx xxxxxx xxxxxx 11.0 xxxxxx xxxxxx xxxxxx

ApproachDel: xxxxxx * 12.6 B
ApproachLOS: * * * * * C

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

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

Intersection #10 SR-49 / SR-16
Average Delay (sec/veh): 7.8 Worst Case Level Of Service: D (31.3)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 187 0 81 0 0 0 0 0 295 321 140 204 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Critical Gap Module:
Critical Gap: 6.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 4.2 xxxx xxxxxx
FollowupTm: 3.6 xxxx xxxxxx 3.4 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 2.3 xxxx xxxxxx

Capacity Module:
Conflict Vol: 843 xxxxx 319 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potential Cap: 526 xxxxx 708 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 4.7 xxxxx 0.4 xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 40.2 xxxxx 10.8 xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

ApproachDel: * 31.3 D
ApproachLOS: * * * * * xxxxxx xxxxxx

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #23 SR-16 / SR-124
Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B (14.3)

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

Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 1 0
Volume Module:
Base Vol: 9 0 102 0 0 0 0 0 518 17 48 351 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.3 xxxxx xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTime: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1041 xxxxx 559 xxxxx xxxxx xxxxx xxxxx 559 xxxxx xxxxx
Potential Cap: 251 xxxxx 523 xxxxx xxxxx xxxxx xxxxx 983 xxxxx xxxxx

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #24 SR-16 / Latrobe (Amador)
Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C (18.1)

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

Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 0 126 0 5 4 382 0 0 206 85
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Critical Gap Module:
Critical Gap: xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTime: xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 697 xxxxx 271 318 xxxxx xxxxx xxxxx xxxxx xxxxx
Potential Cap: xxxxx xxxxx xxxxx 410 xxxxx 772 1237 xxxxx xxxxx xxxxx xxxxx xxxxx

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: F(55.0)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Stop Sign Uncontrolled
Rights: Include Include Include Include
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: 101 182 130 32 198 30 23 18 73 128 16 21
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 105 190 136 33 207 31 24 19 76 134 17 22
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 105 190 136 33 207 31 24 19 76 134 17 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: 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: 111 201 143 35 218 33 25 20 80 141 18 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 111 201 143 35 218 33 25 20 80 141 18 23

Critical Gap Module:
Critical Gap: 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2
FollowupTm: 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3

Capacity Module:
Conflict Vol: 251 344 344 820 872 235 850 816 272
Potential Cap: 1291 1193 1193 809 809 277 308 759
Move Cap: 1291 1193 1193 809 809 277 308 759
Volume/Cap: 0.09 0.09 0.09 0.10 0.10 0.10 0.10 0.10 0.07 0.03

Level Of Service Module:
Queue: 0.3 0.3 0.3 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
Stopped Del: 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1
LOS by Move: A A A A A A A A A A A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 1291 1193 1193 809 809 277 308 759
Shared Queue: 1291 1193 1193 809 809 277 308 759
Shrd StpDel: 1291 1193 1193 809 809 277 308 759
Shared LOS: F F F F F F F F F F F F
ApproachDel: xxxxxx 16.1 C
ApproachLOS: xxxxxx 55.0 F

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: C(20.6)
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 Uncontrolled Stop Sign Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module:
Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 174 6 11 2 7 16 32 183 221 3 136 3
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 174 6 11 2 7 16 32 183 221 3 136 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
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 185 7 12 2 8 17 34 194 235 3 144 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 185 7 12 2 8 17 34 194 235 3 144 3

Critical Gap Module:
Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 4.2 4.2 4.2 4.2
FollowupTm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 2.3 2.3 2.3 2.3

Capacity Module:
Conflict Vol: 544 534 311 542 650 146 147 429 429 429 429
Potential Cap: 445 448 722 447 385 894 1410 1410 1410 1410 1410
Move Cap: 421 436 722 425 374 894 1410 1410 1410 1410 1410
Volume/Cap: 0.44 0.02 0.02 0.01 0.02 0.02 0.02 0.02 0.02 0.02 0.02

Level Of Service Module:
Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxxx 0.0 xxxxxx
Stopped Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 7.6 xxxxxx xxxxxx 8.3 xxxxxx
LOS by Move: A A A A A A A A A A A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 432 432 432 432 432 432 432 432 432 432 432
Shared Queue: 432 432 432 432 432 432 432 432 432 432 432
Shrd StpDel: 432 432 432 432 432 432 432 432 432 432 432
Shared LOS: C C C C C C C C C C C C
ApproachDel: 20.6 C
ApproachLOS: 20.6 C

Existing Plus Approved Projects (2006) Friday PM Peak Hour

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

Intersection #28 SR-88 / SR-124
 Average Delay [sec/veh]: 2.9 Worst Case Level Of Service: B [11.6]

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Channel Include Include

Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0

Volume Module:
 Base Vol: 0 0 0 3 0 137 127 371 0 0 271 2
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 3 0 143 133 388 0 0 283 2
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 3 0 143 133 388 0 0 283 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: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
 PHF Volume: 0 0 0 3 0 155 144 420 0 0 307 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 3 0 155 144 420 0 0 307 2

Critical Gap Module:
 Critical Gap: 6.5 4.2 4.2 3.4 2.3
 FollowUpTime: 3.6 2.3 2.3 3.4 2.3

Capacity Module:
 Conflict Vol: 309 309 309 309
 Potent Cap: 257 718 1223 234
 Move Cap: 234 718 1223 234
 Volume/Cap: 0.01 0.22 0.12 0.22

Level Of Service Module:
 Queue: 0.0 0.8 0.4 8.3
 Stopped Del: 20.6 11.4 8.3 20.6
 LOS by Move: C B A
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 11.6
 Shared Queue: 11.6
 Shared StpDel: 11.6
 Shared LOS: 11.6
 ApproachDel: 11.6
 ApproachLOS: 11.6

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #25 SR-104 (Praston) / SR-124 (North) *****
Average Delay (sec/veh): 10.2 Worst Case Level Of Service: E (41.8)

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

Volume Module:
Base Vol: 101 182 130 32 198 30 23 18 73 128 16 21
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 105 190 136 33 207 31 24 19 76 134 17 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: 105 190 136 33 207 31 24 19 76 134 17 22
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 105 190 136 33 207 31 24 19 76 134 17 22

Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
Followupprim: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 238 xxxxx xxxxx 326 xxxxx xxxxx 778 826 222 806 774 258
Potential Cap.: 1306 xxxxx xxxxx 1212 xxxxx xxxxx 316 309 822 287 326 773
Move Cap.: 1306 xxxxx xxxxx 1212 xxxxx xxxxx 269 275 822 234 290 773
Volume/Cap.: 0.08 xxxxx xxxxx 0.03 xxxxx xxxxx 0.09 0.07 0.09 0.57 0.06 0.03

Level Of Service Module:
Queue: 0.3 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del.: 8.0 xxxxx xxxxx 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * A * * * * A * * * * A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 475 xxxxx xxxxx 262 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.0 xxxxx xxxxx 4.2 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 15.1 xxxxx xxxxx 41.8 xxxxx
Shared LOS: * * * * * * * * * * C * * * * E *
ApproachDel: xxxxxxxx * * * * * * * * * * 15.1 41.8
ApproachLOS: * * * * * * * * * * C * * * * E

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 SR-104 (Main) / SR-124 (Church) *****
Average Delay (sec/veh): 5.2 Worst Case Level Of Service: C (18.6)

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

Volume Module:
Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 174 6 11 2 7 16 32 183 221 3 136 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: 174 6 11 2 7 16 32 183 221 3 136 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 174 6 11 2 7 16 32 183 221 3 136 3

Critical Gap Module:
Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
Followupprim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 513 503 294 511 613 137 139 xxxxx xxxxx 404 xxxxx xxxxx
Potential Cap.: 467 466 739 469 404 903 1420 xxxxx xxxxx 1133 xxxxx xxxxx
Move Cap.: 443 454 739 447 393 903 1420 xxxxx xxxxx 1133 xxxxx xxxxx
Volume/Cap.: 0.39 0.01 0.02 0.00 0.02 0.02 0.02 xxxxx xxxxx 0.00 xxxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.6 xxxxx xxxxx 8.2 xxxxx xxxxx
LOS by Move: * * * * * * * * * * A * * * * A * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx 454 xxxxx xxxxx 617 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 2.1 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 18.6 xxxxx xxxxx 11.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * B * * * * * * * * * *
ApproachDel: 18.6 * * * * * * * * * * 11.1 * * * * * * * * * *
ApproachLOS: * * * * * * * * * * C * * * * * * * * * *

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

 Intersection #29 SR-88 / SR-12 (North)
 Average Delay (sec/veh): 12.9 Worst Case Level Of Service: E (16.8)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Channel Include
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 66 0 348 460 379 0 0 214 50
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 69 0 363 480 396 0 0 224 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: 0 0 0 69 0 363 480 396 0 0 224 52
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 69 0 363 480 396 0 0 224 52

Critical Gap Module:
 Critical Gp:xxxxxx 6.5 xxx 6.3 4.1 xxx xxxxxx xxxxxx xxxxxx
 FollowUpPrm:xxxxxx 3.6 xxx 3.4 2.2 xxx xxxxxx xxxxxx xxxxxx
 Capacity Module:
 Conflict Vol: xxxx xxxxxx 1606 xxx 250 276 xxx xxxxxx xxxxxx xxxxxx
 Potent Cap: xxxx xxxxxx 112 xxx 775 1276 xxx xxxxxx xxxxxx xxxxxx
 Move Cap.: xxxx xxxxxx 79 xxx 775 1276 xxx xxxxxx xxxxxx xxxxxx
 Volume/Cap: xxxx xxxxxx 0.87 xxx 0.47 0.38 xxx xxxxxx xxxxxx xxxxxx
 Level Of Service Module:
 Queue: xxxxxx xxx xxxxxx 4.5 xxx 2.5 1.8 xxx xxxxxx xxxxxx xxxxxx
 Stopped Del:xxxxx 158.4 xxx 13.7 9.5 xxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * F * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 SharedQueue:xxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shrd StpDel:xxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: *
 ApproachDel: xxxxxx * * * * * 36.8 xxxxxx * * * * *
 ApproachLOS: * * * * * E

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

 Intersection #28 SR-88 / SR-124
 Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B (11.2)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Channel Include
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 3 0 137 127 371 0 0 271 2
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 3 0 143 133 388 0 0 283 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
 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 0 0 3 0 143 133 388 0 0 283 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 3 0 143 133 388 0 0 283 2

Critical Gap Module:
 Critical Gp:xxxxxx 6.5 xxx 6.3 4.2 xxx xxxxxx xxxxxx xxxxxx
 FollowUpPrm:xxxxxx 3.6 xxx 3.4 2.3 xxx xxxxxx xxxxxx xxxxxx
 Capacity Module:
 Conflict Vol: xxxx xxxxxx 284 285 xxx xxxxxx xxxxxx xxxxxx
 Potent Cap: xxxx xxxxxx 741 1249 xxx xxxxxx xxxxxx xxxxxx
 Move Cap.: xxxx xxxxxx 263 xxx 741 1249 xxx xxxxxx xxxxxx xxxxxx
 Volume/Cap: xxxx xxxxxx 0.01 xxx 0.19 0.11 xxx xxxxxx xxxxxx xxxxxx
 Level Of Service Module:
 Queue: xxxxxx xxx xxxxxx 0.0 xxx 0.7 0.4 xxx xxxxxx xxxxxx xxxxxx
 Stopped Del:xxxxx xxx xxx 18.8 xxx 11.0 8.2 xxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * C * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 SharedQueue:xxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shrd StpDel:xxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: *
 ApproachDel: xxxxxx * * * * * 11.2 xxxxxx * * * * *
 ApproachLOS: * * * * * B

Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #31 SR-88 / Kettleman
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.727
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.5
 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: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 3 7 7 3 7 7 7 7
 Min. Green: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0

Volume Module:
 Base Vol: 17 532 15 5 338 77 212 80 25 13 59 6
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 18 556 16 5 353 80 221 84 26 14 62 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 Volume: 18 556 16 5 353 80 221 84 26 14 62 6
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 18 556 16 5 353 80 221 84 26 14 62 6
 PEF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 18 556 16 5 353 80 221 84 26 14 62 6

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.90 0.94 0.90 0.92 0.92 0.93 0.93 0.93 0.93 0.95 0.95 0.95
 Lanes: 1.00 0.97 0.03 1.00 0.81 0.19 0.67 0.25 0.08 0.17 0.75 0.08
 Final Sat.: 1702 1736 49 1702 1418 323 1181 446 139 302 1370 139
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.32 0.32 0.00 0.25 0.25 0.19 0.19 0.19 0.04 0.04 0.04
 Crit Moves: ****
 Green/Cycle: 0.06 0.36 0.36 0.06 0.36 0.36 0.21 0.21 0.21 0.14 0.14 0.14
 Volume/Cap: 0.18 0.89 0.89 0.05 0.69 0.69 0.89 0.89 0.89 0.33 0.33 0.33
 Delay/Veh: 23.7 30.3 30.3 22.9 17.3 17.3 42.3 42.3 42.3 20.6 20.6 20.6
 User Delay: 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: 23.7 30.3 30.3 22.9 17.3 17.3 42.3 42.3 42.3 20.6 20.6 20.6
 HCM2Avg: 0 13 12 0 7 7 9 9 9 2 2 2

Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Average Delay (sec/veh): 80.1 Worst Case Level of Service: F(508.0)
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Uncontrolled
 Rights: Include Channel Include Include
 Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0

Volume Module:
 Base Vol: 29 729 2 3 468 240 253 1 18 2 3 2
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 30 761 2 3 468 251 264 1 19 2 3 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
 PHF Volume: 30 761 2 3 468 251 264 1 19 2 3 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 30 761 2 3 468 251 264 1 19 2 3 2

Critical Gap Module:
 Critical Gap: 4.1 xxxxxx 4.2 xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpTim: 2.2 xxxxxx 2.3 xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: 664 xxxxxx 1300 1298 468 1433 1297 762
 Portent Cap: 1104 xxxxxx 831 xxxxxx 137 160 591 111 160 401
 Move Cap: 1104 xxxxxx 831 xxxxxx 131 155 591 104 155 401
 Volume/Cap: 0.03 xxxxxx 0.00 xxxxxx 2.02 0.01 0.03 0.02 0.02 0.01
 Level Of Service Module:
 Queue: 0.1 xxxxxx 0.0 xxxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxxxx
 Stopped Del: 8.4 xxxxxx 9.3 xxxxxx xxxxxx xxxxxx 11.3 xxxxxx xxxxxx xxxxxx
 LOS By Move: A * A * A * A * B *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxxx xxxxxx xxxxxx xxxxxx 131 xxxxxx xxxxxx 161 xxxxxx
 Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx 21.4 xxxxxx xxxxxx 0.1 xxxxxx
 Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx 543.2 xxxxxx xxxxxx 28.4 xxxxxx
 Shared LOS: * * * * * F * * * * * D *
 ApproachDel: xxxxxx * * * * * 508.0 F
 ApproachLOS: * * * * * F

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #37 SR-16 / Ione
Average Delay (sec/veh): 1.0 Worst Case Level Of Service: C (15.6)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0
Volume Module:
Base Vol: 53 0 1 0 0 0 0 428 129 0 206 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bst: 55 0 1 0 0 0 0 447 135 0 215 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 0 1 0 0 0 0 447 135 0 215 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 55 0 1 0 0 0 0 447 135 0 215 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx
Following/ptim: 3.5 xxxxx
Capacity Module:
Conflict Vol: 730 xxxxx
Potential Cap: 393 xxxxx
Move Cap: 393 xxxxx
Volume/Cap: 0.14 xxxxx
Level Of Service Module:
Queue: 0.5 xxxxx
Stopped Del: 15.7 xxxxx
LOS by Move: C
Movement: L - LTR - RT
Shared Queue: xxxxxxxx
Shrd StpDel: xxxxxxxx
Shared LOS: * * * * *
ApproachDel: 15.6
LOS by Appr: C

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
Intersection #36 SR-49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Lost Time (sec): 0 (V+R = 4 sec) 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
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0
Volume Module:
Base Vol: 99 0 159 0 0 0 385 179 207 242 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bst: 103 0 166 0 0 0 402 187 216 253 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
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: 103 0 166 0 0 0 402 187 216 253 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 103 0 166 0 0 0 402 187 216 253 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
Lanes: 0.38 0.00 0.62 0.00 0.00 0.00 0.00 0.68 0.32 1.00 1.00 0.00
Final Sat: 218 0 351 0 0 0 0 465 216 543 587 0
Capacity Analysis Module:
Vol/Sat: 0.47 xxxxx 0.47 xxxxx xxxxx 0.86 0.86 0.40 0.43 xxxxx
Crit Moves: * * * * *
Delay/Veh: 13.9 0.0 13.9 0.0 0.0 0.0 0.0 31.5 31.5 13.3 13.0 0.0
AdJDel/Veh: 13.9 0.0 13.9 0.0 0.0 0.0 0.0 31.5 31.5 13.3 13.0 0.0
LOS by Move: B * * * * *
ApproachDel: 13.9
Delay Adj: 1.00
ApprAdJDel: 13.9
LOS by Appr: B

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #39 SR-16 / Murietta Pkwy

Cycle (sec): 0 Critical Vol./Cap. (X): 0.642
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.7
 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 L T R
 Control: Permitted Protected Protected Protected
 Rights: Ovl Ovl Ovl Ovl
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7
 Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 88 117 33 33 68 106 187 625 107 27 272 33
 Growth Adj: 1.04
 Initial Bse: 92 122 34 34 71 111 195 653 112 28 284 34
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 92 122 34 34 71 111 195 653 112 28 284 34
 Reduced Vol: 0
 Reduced Vol: 92 122 34 34 71 111 195 653 112 28 284 34
 PCE Adj: 1.00
 MLF Adj: 1.00
 Final Vol.: 92 122 34 34 71 111 195 653 112 28 284 34

Saturation Flow Module:
 Sat/Lane: 1900
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.92 0.97 0.83 0.92 0.96 0.96
 Lanes: 1.00
 Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1619 196

Capacity Analysis Module:
 Vol/Sat: 0.05 0.06 0.02 0.02 0.04 0.07 0.11 0.35 0.07 0.02 0.18 0.18
 Crit Moves: ****
 Green/Cycle: 0.07 0.17 0.24 0.07 0.17 0.35 0.18 0.40 0.48 0.07 0.29 0.29
 Volume/Cap: 0.71 0.39 0.09 0.27 0.22 0.19 0.60 0.87 0.15 0.23 0.60 0.60
 Delay/Veh: 36.2 16.4 12.6 19.6 15.5 9.6 18.9 22.7 6.3 19.3 14.8 14.8
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 36.2 16.4 12.6 19.6 15.5 9.6 18.9 22.7 6.3 19.3 14.8 14.8
 HCM2kAVG: 3 2 0 1 4 12 1 1 5 5

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #38 SR-16 / Murietta South Pkwy

Cycle (sec): 0 Critical Vol./Cap. (X): 0.482
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.7
 Optimal Cycle: 27 Level of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Permitted Protected Protected Protected
 Rights: Ovl Ovl Ovl Ovl
 Min. Green: 5 5 5 5 5 3 3 7 7 3 7 7
 Lanes: 0 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 0 0 1 7 2 84 172 556 0 1 252 8
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 1 7 2 88 180 581 0 1 263 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 1 7 2 88 180 581 0 1 263 8
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 1 7 2 88 180 581 0 1 263 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
 Final Vol.: 0 0 1 7 2 88 180 581 0 1 263 8

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 0.87 0.79 0.79 0.85 0.92 0.97 1.00 0.92 0.97 0.97
 Lanes: 0.00 0.00 1.00 0.78 0.22 1.00 1.00 1.00 0.00 1.00 0.97 0.03
 Final Sat.: 0 0 1644 1167 334 1615 1753 1845 0 1753 1779 56

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.05 0.10 0.31 0.00 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.19 0.19 0.19 0.33 0.14 0.37 0.00 0.11 0.34 0.34
 Volume/Cap: 0.00 0.00 0.00 0.03 0.03 0.16 0.71 0.85 0.00 0.01 0.44 0.44
 Delay/Veh: 0.0 0.0 9.0 9.1 9.1 6.6 20.0 17.7 0.0 10.7 7.5 7.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 9.0 9.1 9.1 6.6 20.0 17.7 0.0 10.7 7.5 7.5
 HCM2kAVG: 0 0 0 0 0 1 3 8 0 0 2 2

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #41 SR-16 / Latrobe (Sac)
Average Delay (sec/veh): 0.7 Worst Case Level of Service: D [33.1]

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #40 SR-16 / Stone House
Average Delay (sec/veh): 2.2 Worst Case Level of Service: E [41.0]

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

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

Volume Module:
Base Vol: 5 0 2 5 0 25 32 827 12 2 443 8
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Volume Module:
Base Vol: 0 0 0 68 0 4 13 851 0 0 405 37
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Critical Gap Module:
Critical Gap: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
Followupprim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Followupprim: 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 1421 xxxxx 870 1409 xxxxx 467 471 xxxxx xxxxx 876 xxxxx xxxxx
Potential Cap: 115 xxxxx 354 117 xxxxx 600 1085 xxxxx xxxxx 766 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1358 xxxxx 442 462 xxxxx xxxxx xxxxx xxxxx xxxxx
Potential Cap: 166 xxxxx 619 1094 xxxxx xxxxx xxxxx xxxxx xxxxx

Level of Service Module:
Queue: xxxxxx xxxxx 0.0 xxxxxx xxxxx 0.1 0.1 xxxxxx xxxxxx 0.0 xxxxxx xxxxxx
Stopped Del: xxxxxx xxxxx 15.2 xxxxxx xxxxx 11.3 8.4 xxxxxx xxxxxx 9.7 xxxxxx xxxxxx

Level of Service Module:
Queue: xxxxxx xxxxx 2.0 xxxxx 0.0 0.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: xxxxxx xxxxx 42.7 xxxxx 10.9 8.3 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachDel: 33.1 D
ApproachLOS: xxxxxx *
ApproachLOS: xxxxxx *
ApproachLOS: xxxxxx *
ApproachLOS: xxxxxx *

ApproachDel: 41.0 E
ApproachLOS: xxxxxx *
ApproachLOS: xxxxxx *
ApproachLOS: xxxxxx *
ApproachLOS: xxxxxx *

Ione Casino
Existing Plus Approved Projects (2006) Friday
PM Peak Hour

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

Intersection #42 SR-16 / Dillard
Critical Vol./Cap. (X): 0.790
Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 13.1
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 Include Include Include
Min. Green: 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 61 0 85 0 0 0 0 743 166 52 382 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 64 0 89 0 0 0 0 776 173 54 399 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 0 89 0 0 0 0 776 173 54 399 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 64 0 89 0 0 0 0 776 173 54 399 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.79 1.00 0.79 1.00 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00
Lanes: 0 42 0 0 58 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Sat.: 627 0 873 0 0 0 0 1470 328 1753 1845 0

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.10 0.00 0.00 0.00 0.00 0.53 0.53 0.03 0.22 0.00
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.00 0.00 0.00 0.00 0.66 0.66 0.05 0.71 0.00
Volumes/Cap: 0.81 0.00 0.81 0.00 0.00 0.00 0.00 0.81 0.81 0.57 0.30 0.00
Delay/Veh: 45.0 0.0 45.0 0.0 0.0 0.0 0.0 11.1 11.1 33.2 3.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 45.0 0.0 45.0 0.0 0.0 0.0 0.0 11.1 11.1 33.2 3.1 0.0
HCM2kAvg: 5 0 5 0 0 0 0 14 14 2 3 0

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

Intersection #43 SR-16 / Sloughhouse
Critical Vol./Cap. (X): 0.9
Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 19.6
Optimal Cycle: 55 Level Of Service: C [19.6]

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

Volume Module:
Base Vol: 4 0 52 0 0 0 0 899 8 28 509 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 4 0 54 0 0 0 0 939 8 29 532 0
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: 4 0 54 0 0 0 0 939 8 29 532 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 4 0 54 0 0 0 0 939 8 29 532 0

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowupTime: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1533 xxxxx 943 xxxxx xxxxx xxxxx xxxxx xxxxx 947 xxxxx xxxxx
Potent Cap.: 130 xxxxx 321 xxxxx xxxxx xxxxx xxxxx xxxxx 721 xxxxx xxxxx
Move Cap.: 126 xxxxx 321 xxxxx xxxxx xxxxx xxxxx xxxxx 721 xxxxx xxxxx
Volume/Cap: 0.03 xxxxx 0.17 xxxxx xxxxx xxxxx xxxxx xxxxx 0.04 xxxxx xxxxx

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #44 SR-16 / Grant Line
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.931
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 70.5
 Optimal Cycle: 169 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: 7 7 7 7 7 7 3 7 7 3 7 7
 Lanes: 0 0 1 0 0 0 1 1 0 1 0 1 0 0 1 0

Volume Module:
 Base Vol: 0 217 52 105 312 54 77 743 2 41 354 39
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 227 54 110 326 56 80 776 2 43 370 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: 0 227 54 110 326 56 80 776 2 43 370 41
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 0 227 54 110 326 56 80 776 2 43 370 41
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 227 54 110 326 56 80 776 2 43 370 41

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.97 0.97 0.97 0.97 0.97 0.92 0.97 0.97 0.92 0.96 0.96
 Lanes: 0.00 0.81 0.19 0.22 0.67 0.11 1.00 0.99 0.01 1.00 0.90 0.10
 Final Sat.: 0 1493 358 412 1225 212 1753 1840 5 1753 1637 180

Capacity Analysis Module:
 Vol/Sat: 0.00 0.15 0.15 0.27 0.27 0.27 0.05 0.42 0.42 0.02 0.23 0.23
 Crit Moves: ****
 Green/Cycle: 0.00 0.16 0.16 0.29 0.29 0.29 0.08 0.45 0.45 0.03 0.40 0.40
 Volume/Cap: 0.00 0.93 0.93 0.93 0.93 0.93 0.57 0.93 0.93 0.93 0.57 0.57
 Delay/Veh: 0.0 103.4 81.6 81.6 81.6 81.6 79.6 60.1 60.1 187.7 40.3 40.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 18 18 29 28 30 5 41 13 4 16 16
 HCM2kAVG: 0 18 18 29 28 30 5 41 13 4 16 16

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #45 SR-16 / Sunrise
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.851
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.9
 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: 3 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:
 Base Vol: 4 315 55 314 796 113 79 460 21 35 243 165
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 4 329 57 328 831 118 83 480 22 37 254 172
 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: 4 329 57 328 831 118 83 480 22 37 254 172
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 4 329 57 328 831 118 83 480 22 37 254 172
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 4 329 57 328 831 118 83 480 22 37 254 172

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.98 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1582 276 1805 1900 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:
 Vol/Sat: 0.00 0.21 0.21 0.18 0.44 0.07 0.05 0.27 0.01 0.02 0.14 0.11
 Crit Moves: ****
 Green/Cycle: 0.04 0.28 0.28 0.24 0.49 0.57 0.09 0.30 0.33 0.04 0.25 0.49
 Volume/Cap: 0.06 0.75 0.75 0.75 0.90 0.13 0.57 0.90 0.04 0.60 0.57 0.23
 Delay/Veh: 39.6 33.4 33.4 36.2 31.1 8.3 42.2 46.1 18.9 55.6 29.3 12.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 39.6 33.4 33.4 36.2 31.1 8.3 42.2 46.1 18.9 55.6 29.3 12.3
 HCM2kAVG: 0 11 11 10 24 1 3 16 0 2 6 3

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #47 SR-16 / Bradshaw
Average Delay (sec/veh): 12 (Y+R = 4 sec) Average Delay (sec/veh): 0.835
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 L T R L T R
Control: Protected Protected Protected Protected Protected Protected
Rights: Include
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 59 625 41 331 1071 468 257 503 74 53 279 117
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Existing Plus Approved Projects (2006) Friday PM Peak Hour

Level of Service Computation Report
2000 HCM Unsynchronized Method (Base Volume Alternative)
Intersection #46 SR-16 / Excelsior
Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F(XXXX)
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 L T R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 1 0 1 0 1 0 1
Volume Module:
Base Vol: 18 43 57 9 130 72 106 538 174 98 291 17
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 19 45 60 9 136 75 111 562 182 102 304 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

 Existing Plus Approved Projects (2006) Saturday
 Ione Casino
 PM Peak Hour
 Scenario Report

 2006 Ex + Ap Saturday
 Command: 2006 Ex + Ap Saturday
 Volume: 2006 Ex + Ap Saturday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: Existing
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

 Existing Plus Approved Projects (2006) Saturday
 Ione Casino
 PM Peak Hour
 Turning Movement Report

 Existing

Volume Type	Northbound Left Thru Right	Southbound Left Thru Right	Eastbound Left Thru Right	Westbound Left Thru Right	Total
#1 Letrobe / Old Sacramento					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#2 Main / Sherwood					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#3 Main / Empire					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#4 Main / Poplar					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#5 Main / Mill					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
#6 SR-49 / Miller Way					
Base	13 164 0	0 101 4	1 0 19	0 0 0	0 302 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	13 164 0	0 101 4	1 0 19	0 0 0	0 302 0
#7 SR-49 / Main-Fiddletown					
Base	40 100 117	13 84 16	18 39 30	162 81 15	713 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	40 100 117	13 84 16	18 39 30	162 81 15	713 0 0
#8 SR-49 / Poplar					
Base	27 306 0	0 0 319	4 5 0	36 0 0	0 697 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	27 306 0	0 0 319	4 5 0	36 0 0	0 697 0
#9 SR-49 / Empire					
Base	54 303 3	1 351 10	19 0 178	3 2 0	924 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	54 303 3	1 351 10	19 0 178	3 2 0	924 0 0

 Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#10 SR-49 / SR-16									
Base	265	0	0	0	151	171	175	218	0
Added	0	0	0	0	0	0	0	0	0
Total	265	0	0	0	151	171	175	218	0
#11 SR-49 / Main (Drytown)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#12 SR-49 / Water-Amador Creek									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#13 SR-49 / Gopher Flat									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#14 SR-49 / Eureka									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#15 SR-49 / Church									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#16 SR-49 / Ridge-SR-104 [Begin Amador Bypass]									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#17 SR-49 / Jackson Gate-Ione Martell									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#18 SR-49 / SR-88 (North)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

 Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#19 SR-49 / Sutter									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#20 SR-49 / Hoffman									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#21 SR-49 / Main (Jackson)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#22 SR-49 / SR-88 (South)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#23 SR-16 / SR-124									
Base	10	0	57	0	0	0	0	268	17
Added	0	0	0	0	0	0	0	0	0
Total	10	0	57	0	0	0	0	268	17
#24 SR-16 / Latrobe (Amador)									
Base	0	0	0	68	0	4	4	220	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	68	0	4	4	220	0
#25 SR-104 (Preston) / SR-124 (North)									
Base	113	164	84	21	149	15	19	22	66
Added	0	0	0	0	0	0	0	0	0
Total	113	164	84	21	149	15	19	22	66
#26 SR-104 (Main) / SR-124 (Church)									
Base	108	6	11	2	3	8	3	161	148
Added	0	0	0	0	0	0	0	0	0
Total	108	6	11	2	3	8	3	161	148
#27 SR-104 / SR-88									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

 Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

 Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	

#28 SR-88 / SR-124
 Base 0 0 0 0 2 0 108 81 274 0 0 319 2 785
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 2 0 108 81 274 0 0 319 2 785

#29 SR-88 / SR-12 (North)
 Base 0 0 0 0 58 0 370 361 248 0 0 266 63 1366
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 58 0 370 361 248 0 0 266 63 1366

#30 SR-88 / SR-12 (South)
 Base 16 560 1 3 418 245 283 1 25 1 0 3 1556
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 16 560 1 3 418 245 283 1 25 1 0 3 1556

#31 SR-88 / Kettleman
 Base 23 421 4 5 343 81 162 40 21 9 50 3 1163
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 23 421 4 5 343 81 162 40 21 9 50 3 1163

#32 SR-12 / SR-99 SB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#33 SR-12 / SR-99 NB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#34 Kettleman / SR-99 SB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#35 Kettleman / SR-99 NB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#36 SR-49 / Pleasant Valley
 Base 135 0 182 0 0 0 0 236 124 144 201 0 1022
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 135 0 182 0 0 0 0 236 124 144 201 0 1022

#37 SR-16 / Ione
 Base 69 0 0 4 0 0 0 0 0 228 88 3 276 0 667
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 69 0 0 4 0 0 0 0 0 228 88 3 276 0 667

#38 SR-16 / Murietta South Pkwy
 Base 0 1 0 3 0 74 118 313 1 0 348 17 875
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 1 0 3 0 74 118 313 1 0 348 17 875

#39 SR-16 / Murietta Pkwy
 Base 84 105 41 27 101 119 145 335 78 37 359 23 1455
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 84 105 41 27 101 119 145 335 78 37 359 23 1455

#40 SR-16 / Stone House
 Base 0 0 0 50 0 6 5 511 0 0 519 34 1126
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 50 0 6 5 511 0 0 519 34 1126

#41 SR-16 / Latrobe (Sac)
 Base 7 0 1 1 0 14 11 533 4 3 538 3 1116
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 7 0 1 1 0 14 11 533 4 3 538 3 1116

#42 SR-16 / Dillard
 Base 84 0 53 0 0 0 0 477 81 58 487 0 1241
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 84 0 53 0 0 0 0 477 81 58 487 0 1241

#43 SR-16 / Sloughhouse
 Base 0 0 37 0 0 0 0 625 3 30 602 0 1296
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 37 0 0 0 0 625 3 30 602 0 1296

#44 SR-16 / Grant Lane
 Base 1 102 31 28 81 38 19 484 3 52 486 41 1366
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 1 102 31 28 81 38 19 484 3 52 486 41 1366

#45 SR-16 / Sunrise
 Base 6 196 33 234 252 63 54 245 9 32 304 209 1639
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 6 196 33 234 252 63 54 245 9 32 304 209 1639

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru					
#46 SR-16 / Excelsior													
Base	22	32	27	19	53	69	63	258	53	20	341	7	964
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	32	27	19	53	69	63	258	53	20	341	7	964
#47 SR-16 / Bradshaw													
Base	52	442	34	160	559	84	101	243	53	43	295	142	2208
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	442	34	160	559	84	101	243	53	43	295	142	2208
#101 SR-49 / Project Access													
Base	0	360	0	0	532	0	0	0	0	0	0	0	892
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	360	0	0	532	0	0	0	0	0	0	0	892
#174 SR-49 / Project Service Access													
Base	0	360	0	0	532	0	0	0	0	0	0	0	892
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	360	0	0	532	0	0	0	0	0	0	0	892
#176 Internal Project Intersection													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	13	164	0	0	101	4	1	0	19	0	0	0
7 SR-49 / Main-	40	100	117	13	84	16	18	39	30	162	81	15
8 SR-49 / Popla	27	306	0	0	319	4	5	0	26	0	0	0
9 SR-49 / Empir	54	303	3	1	351	10	19	0	178	3	2	0
10 SR-49 / SR-16	265	0	105	0	0	0	0	0	151	171	175	218
23 SR-16 / SR-12	10	0	57	0	0	0	4	220	0	0	290	120
24 SR-16 / Latro	0	0	0	68	0	4	4	220	0	0	441	0
25 SR-104 (Prest)	113	164	84	21	149	15	19	22	66	96	50	20
26 SR-104 (Main)	108	6	11	2	3	8	3	161	148	15	196	1
28 SR-88 / SR-12	0	0	0	2	0	108	81	274	0	0	319	2

Intersection Volume Report
Base Volume Alternative

 Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

 Impact Analysis Report
 Level of Service

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	L	--	T	L	--	T	L	--	T
# 6 SR-49 / Mille	13	164	0	0	101	4	1	0	19	0	0	0
# 7 SR-49 / Main-	40	100	117	13	84	16	18	39	30	162	81	15
# 8 SR-49 / Popla	27	306	0	0	319	4	5	0	36	0	0	0
# 9 SR-49 / Empir	54	303	3	1	351	10	19	0	178	3	2	0
# 10 SR-49 / SR-16	265	0	105	0	0	0	0	151	171	175	218	0
# 23 SR-16 / SR-12	10	0	57	0	0	0	0	268	17	40	441	0
# 24 SR-16 / Latro	0	0	68	0	4	4	4	220	0	0	290	120
# 25 SR-104 (Prest)	113	164	84	21	149	15	19	22	66	96	50	20
# 26 SR-104 (Main)	108	6	11	2	3	8	3	161	148	15	196	1
# 28 SR-88 / SR-12	0	0	0	2	0	108	81	274	0	0	319	2

 Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

 Impact Analysis Report
 Level of Service

Intersection	Base			Future			Change in
	Del/ LOS	Veh A	V/ C	Del/ LOS	Veh A	V/ C	
# 6 SR-49 / Miller Way	C	18.4	0.000	C	18.4	0.000	+ 0.000 D/V
# 7 SR-49 / Main-Fiddletown	B	11.0	0.000	B	11.0	0.000	+ 0.000 D/V
# 8 SR-49 / Poplar	C	23.9	0.000	C	23.9	0.000	+ 0.000 D/V
# 9 SR-49 / Empire	E	37.6	0.000	E	37.6	0.000	+ 0.000 D/V
# 10 SR-49 / SR-16	B	11.3	0.000	B	11.3	0.000	+ 0.000 D/V
# 23 SR-16 / SR-124	B	14.2	0.000	B	14.2	0.000	+ 0.000 D/V
# 24 SR-16 / Latrobe (Amador)	E	35.6	0.000	E	35.6	0.000	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	C	15.9	0.000	C	15.9	0.000	+ 0.000 D/V
# 26 SR-104 (Main) / SR-124 (Church)	B	11.4	0.000	B	11.4	0.000	+ 0.000 D/V
# 28 SR-88 / SR-124	B	11.4	0.000	B	11.4	0.000	+ 0.000 D/V

Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	???	NO
# 7 SR-49 / Main-Fiddletown	???	NO
# 8 SR-49 / Poplar	???	NO
# 9 SR-49 / Empire	???	NO
# 10 SR-49 / SR-16	???	NO
# 23 SR-16 / SR-124	???	NO
# 24 SR-16 / Latrobe (Amador)	???	NO
# 25 SR-104 (Preston) / SR-124 (North)	???	NO
# 26 SR-104 (Main) / SR-124 (Church)	???	NO
# 28 SR-88 / SR-124	???	NO

Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #6 SR-49 / Miller Way
Future Volume Alternative: Peak Hour Warrant NOT Met

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

Control: Uncontrolled Uncontrolled Stop Sign
Lanes: 1 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0
Final Vol.: 14 177 0 0 109 5 1 0 20 0 0 0
ApproachDel: xxxxxx xxxxxx 9.0 xxxxxx

Approach(eastbound) [lanes=1] [control=stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=326]
FAIL - Total volume less than 650 for intersection with less than four approaches.

Existing Plus Approved Projects (2006) Saturday
Ione Casino
PM Peak Hour

 Signal Warrant Report

 Intersection #7 SR-49 / Main-Fiddletown
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 1 0 0 1 0 0 1 0 0
 Final Vol.: 40 102 119 13 85 16 18 39 31 165 83 15
 Approach Vel.: xxxxxx xxxxxx 11.7 -----
 Approach[Eastbound][lanes=2][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=88]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=727]
 FAIL - Total volume less than 800 for intersection
 with four or more approaches.

 Approach[Westbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=1.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=263]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4][total volume=727]
 FAIL - Total volume less than 800 for intersection
 with four or more approaches.

Existing Plus Approved Projects (2006) Saturday
Ione Casino
PM Peak Hour

 Signal Warrant Report

 Intersection #8 SR-49 / Poplar
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0
 Final Vol.: 29 324 0 0 337 4 6 0 11 0 0 0 0 0 0 0
 Approach Vel.: xxxxxx xxxxxx 11.0 -----
 Approach[Eastbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=43]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=738]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #9 SR-49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	0 1 0 0 1	0 1 0 0 0
Final Vol.:	60 334	3 1 387 12	21 0 196	3 2 0
ApproachDel:	xxxxxx	xxxxxx	13.4	23.9

Approach(eastbound) [lanes=2] (control=Stop)
 Signal Warrant Rule #1: (vehicle-hours=0.8)
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: (approach volume=217)
 SUCCEEDED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=4) (total volume=1019)
 SUCCEEDED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach(westbound) [lanes=1] (control=Stop)
 Signal Warrant Rule #1: (vehicle-hours=0.0)
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=6)
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=4) (total volume=1019)
 SUCCEEDED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #10 SR-49 / SR-16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Final Vol.:	273 0 109	0 0 0 0	0 156 176	181 225 0
ApproachDel:	37.6	xxxxxx	xxxxxx	xxxxxx

Approach(northbound) [lanes=2] (control=Stop)
 Signal Warrant Rule #1: (vehicle-hours=4.0)
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: (approach volume=382)
 SUCCEEDED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=3) (total volume=1120)
 SUCCEEDED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Existing Plus Approved Projects (2006) Saturday PM Peak Hour

Signal Warrant Report

Intersection #23 SR-16 / SR-124

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Final Vol.: 11 0 0 0 62 0 0 0 0 0 291 18 43 477 0

ApproachDel: 11.3 xxxxxx xxxxxx xxxxxx

Approach[northbound][lanes=2][control=Stop]

Signal Warrant Rule #1: {vehicle-hours=0.2}

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: {approach volume=73}

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: {approach count=3}[total volume=902]

SUCCESS - Total volume greater than or equal to 650 for intersection with less than four approaches.

Existing Plus Approved Projects (2006) Saturday PM Peak Hour

Signal Warrant Report

Intersection #24 SR-16 / Latrobe (Amador)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 1 0

Final Vol.: 0 0 0 0 72 0 4 233 0 0 0 0 0 0 0 1 0

ApproachDel: xxxxxx 14.2 xxxxxx

Approach[southbound][lanes=1][control=Stop]

Signal Warrant Rule #1: {vehicle-hours=0.3}

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: {approach volume=76}

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: {approach count=3}[total volume=747]

SUCCESS - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Signal Warrant Report
 Intersection #25 SR-104 (Presion) / SR-124 (North)
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0
Final Vol.:	126 183 93	23 166 16	21 24 73	107 56 22
ApproachDel:	xxxxxx	xxxxxx	14.9	35.6

Approach(eastbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.5]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=119]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=911]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=1.8]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=185]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=911]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Signal Warrant Report
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0
Final Vol.:	118 7 13	2 3 9	3 176 163	16 215 1
ApproachDel:	15.9	11.2	xxxxxx	xxxxxx

Approach(northbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.6]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=137]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=727]
 FAIL - Total volume less than 800 for intersection with four or more approaches.

Approach(southbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=15]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=727]
 FAIL - Total volume less than 800 for intersection with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Signal Warrant Report
Intersection #28 SR-88 / SR-124
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Final Vol.: 0 0 0 0 2 0 0 115 87 293 0 0 341 2
ApproachDel: xxxxxx 11.4 xxxxxx
Approach(southbound) [lanes=2] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=117]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] (total volume=840)
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Level Of Service Computation Report
Intersection #6 SR-49 / Miller Way
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A(9.0)

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

Volume Module:
Base Vol: 12 157 0 0 97 4 1 0 18 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 13 164 0 0 101 4 1 0 19 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 13 164 0 0 101 4 1 0 19 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 14 177 0 0 109 5 1 0 20 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 14 177 0 0 109 5 1 0 20 0 0 0

Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUp: 2.3 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 114 xxxxx xxxxx xxxxx xxxxx 316 xxxxx 112 xxxxx xxxxx xxxxx
Potent Cap.: 1439 xxxxx xxxxx xxxxx xxxxx 681 xxxxx 947 xxxxx xxxxx xxxxx
Move Cap.: 1439 xxxxx xxxxx xxxxx xxxxx 676 xxxxx 947 xxxxx xxxxx xxxxx
Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx 0.02 xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 927 xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx * * * * *
ApproachLOS: * * * * * 9.0 A

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

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

Intersection #8 SR-49 / Poplar
Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B (11.0)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Uncontrolled Include Stop Sign Include Stop Sign
Rights: Include Include
Lanes: 0 1 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 26 293 0 0 305 4 5 0 34 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Sse: 27 306 0 0 319 4 5 0 36 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 27 306 0 0 319 4 5 0 36 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 29 324 0 0 337 4 6 0 38 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 29 324 0 0 337 4 6 0 38 0 0 0
Critical Gap Module:
Critical Gp: 4.2 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 342 xxxxx xxxxx xxxxx xxxxx xxxxx 721 xxxxx 340 xxxxx xxxxx xxxxx
Potential Cap.: 1184 xxxxx xxxxx xxxxx xxxxx xxxxx 397 xxxxx 707 xxxxx xxxxx xxxxx
Move Cap.: 1184 xxxxx xxxxx xxxxx xxxxx xxxxx 389 xxxxx 707 xxxxx xxxxx xxxxx
Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx 0.05 xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 640 xxxxx xxxxx xxxxx
SharedQueue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx 11.0 xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * B * * * * * B * * * * *
ApproachDel: xxxxxx xxxxxx 11.0 xxxxxx
ApproachLOS: xxxxxx B

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

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

Intersection #7 SR-49 / Main-Fiddletown
Average Delay (sec/veh): 8.7 Worst Case Level Of Service: C (18.4)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Uncontrolled Include Stop Sign Include Stop Sign
Rights: Include Include
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:
Base Vol: 38 96 112 12 80 15 17 37 29 155 78 14
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Sse: 40 100 117 13 84 16 18 39 30 162 81 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 100 117 13 84 16 18 39 30 162 81 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 40 102 119 13 85 16 18 39 31 165 83 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 40 102 119 13 85 16 18 39 31 165 83 15
Critical Gap Module:
Critical Gp: 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 101 xxxxx xxxxx 221 xxxxx xxxxx 410 421 93 397 369 162
Potential Cap.: 1454 xxxxx xxxxx 1313 xxxxx xxxxx 555 527 969 567 563 888
Move Cap.: 1454 xxxxx xxxxx 1313 xxxxx xxxxx 468 507 969 502 542 888
Volume/Cap: 0.03 xxxxx xxxxx 0.01 xxxxx xxxxx 0.04 0.08 0.03 0.33 0.15 0.02
Level Of Service Module:
Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
Stopped Del: 7.5 xxxxx xxxxx 7.8 xxxxx xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 494 xxxxx xxxxx xxxxx 527 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx 2.8 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 13.2 xxxxx xxxxx xxxxx 18.4 xxxxx
Shared LOS: * * * * * B * * * * * B * * * * *
ApproachDel: xxxxxx xxxxxx 11.7 xxxxxx
ApproachLOS: xxxxxx B

Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #9 SR-49 / Empire

```

Average Delay (sec/veh): 3.5 Worst Case Level of Service: C (23.9)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 52 290 3 1 336 10 18 0 170 3 2 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 54 303 3 1 351 10 19 0 178 3 2 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 60 334 3 1 387 12 21 0 196 3 2 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 60 334 3 1 387 12 21 0 196 3 2 0
Critical Gap Module:
Critical Gp: 4.2 xxx xxxxx 4.2 xxx xxxxx 7.1 xxx 6.2 7.1 6.5 xxxxx
Followuprim: 2.3 xxx xxxxx 2.3 xxx xxxxx 3.5 xxx 3.3 3.5 4.0 xxxxx
Capacity Module:
Conflict Vol: 398 xxx xxxxx 337 xxx xxxxx 852 xxx 393 948 856 xxxxx
Potent Cap.: 1128 xxx xxxxx 1189 xxx xxxxx 282 xxx 661 243 297 xxxxx
Move Cap.: 1128 xxx xxxxx 1189 xxx xxxxx 268 xxx 661 163 281 xxxxx
Volume/Cap: 0.05 xxx xxx 0.00 xxx xxx 0.08 xxx 0.30 0.02 0.01 xxx
Level of Service Module:
Queue: 0.2 xxx xxxxx 0.0 xxx xxxxx xxxxx xxx 1.2 xxxxx xxx xxxxx
Stopped Del: 8.4 xxx xxxxx 8.0 xxx xxxxx xxxxx xxx 12.7 xxxxx xxx xxxxx
LOS by Move: A * * A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedQueue: xxx xxx xxx xxx xxx xxx xxx xxx 196 xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx 0.2 xxx xxx xxx
Shared LOS: * * * * * C * * * * * C * * * * * C * * * * *
ApproachDel: xxxxxx * xxxxxx * 13.4 B C
ApproachLOS: * * * * *

```

Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #10 SR-49 / SR-16

```

Average Delay (sec/veh): 14.1 Worst Case Level of Service: E (37.6)
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 Uncontrolled Uncontrolled
Rights: Channel Include Channel Channel
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 0 1 0 0
Volume Module:
Base Vol: 254 0 101 0 0 0 0 0 145 164 168 209 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 265 0 105 0 0 0 0 0 151 171 175 218 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 273 0 109 0 0 0 0 0 156 176 181 225 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 273 0 109 0 0 0 0 0 156 176 181 225 0
Critical Gap Module:
Critical Gp: 6.5 xxx 6.3 xxx xxx xxx xxx xxx xxx xxx 4.2 xxx xxxxx
Followuprim: 3.6 xxx 3.4 xxx xxx xxx xxx xxx xxx xxx 2.3 xxx xxxxx
Capacity Module:
Conflict Vol: 742 xxx 156 xxx xxx xxx xxx xxx xxx 156 xxx xxxxx
Potent Cap.: 374 xxx 874 xxx xxx xxx xxx xxx xxx 1388 xxx xxxxx
Move Cap.: 337 xxx 874 xxx xxx xxx xxx xxx xxx 1388 xxx xxxxx
Volume/Cap: 0.81 xxx 0.12 xxx xxx xxx xxx xxx 0.13 xxx xxxxx
Level of Service Module:
Queue: 6.9 xxx 0.4 xxx xxx xxx xxx xxx xxx xxx 0.4 xxx xxxxx
Stopped Del: 48.7 xxx 9.7 xxx xxx xxx xxx xxx xxx 8.0 xxx xxxxx
LOS by Move: E * A * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
SharedQueue: xxx xxx xxx xxx xxx xxx xxx xxx 1388 xxx xxxxx
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx 0.1 xxx xxx xxx
Shared LOS: * * * * * C * * * * * C * * * * * C * * * * *
ApproachDel: * * * * * 37.6 B
ApproachLOS: * * * * *

```

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #24 SR-16 / Latrobe (Amador)

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B [14.2]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 0 65 0 4 4 211 0 0 278 115
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 0 68 0 4 4 220 0 0 290 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 68 0 4 4 220 0 0 290 120
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: 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 0 72 0 4 4 233 0 0 307 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 72 0 4 4 233 0 0 307 127

Critical Gap Module:
Critical Gap: xxxxxx xxxxxx xxxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Followupfrim: xxxxxx xxxxxx xxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxxx xxxxxx xxxxxx 612 xxxxx 370 434 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Potent Cap.: xxxxxx xxxxxx xxxxxx 460 xxxxx 680 1120 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxxxxx xxxxxx xxxxxx 458 xxxxx 680 1120 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: xxxxxx xxxxxx xxxxxx 0.16 xxxxx 0.01 0.00 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:
Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 8.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.6 xxxxxx 0.0 xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 14.2 xxxxxx 8.2 xxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * B * * * * * A * * * * *
ApproachDel: xxxxxx * * * * * 14.2 * * * * *
ApproachLOS: B

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #23 SR-16 / SR-124

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B [11.3]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Channel Channel Channel Channel
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 1 0 0

Volume Module:
Base Vol: 10 0 55 0 0 0 0 257 16 38 422 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 10 0 57 0 0 0 0 268 17 40 441 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 57 0 0 0 0 268 17 40 441 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 11 0 62 0 0 0 0 291 18 43 477 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 11 0 62 0 0 0 0 291 18 43 477 0

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.3 xxxxxx xxxxx xxxxx xxxxxx 4.2 xxxxx xxxxx
Followupfrim: 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxx xxxxxx 2.3 xxxxx xxxxxx

Capacity Module:
Conflict Vol: 853 xxxxx 291 xxxxx xxxxx xxxxx xxxxx xxxxx 291 xxxxx xxxxx
Potent Cap.: 325 xxxxx 742 xxxxx xxxxx xxxxx xxxxx xxxxx 1238 xxxxx xxxxx
Move Cap.: 317 xxxxx 742 xxxxx xxxxx xxxxx xxxxx xxxxx 1238 xxxxx xxxxx
Volume/Cap: 0.04 xxxxx 0.08 xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx

Level Of Service Module:
Queue: 0.1 xxxxx 0.3 xxxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx
Stopped Del: 16.8 xxxxx 10.3 xxxxxx xxxxx xxxxx xxxxx xxxxx 8.0 xxxxx xxxxx
LOS by Move: C * * * * * B * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: 11.3 * * * * * xxxxxx * * * * * xxxxxx * * * * *
ApproachLOS: B

Existing Plus Approved Projects (2006) Saturday
Ione Casino
PM Peak Hour

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

Intersection #25 SR-104 (Preston) / SR-124 (North)
Average Delay (sec/veh): 10.5 Worst Case Level of Service: E (35.6)

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

Volume Module:
Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 113 164 84 21 149 15 19 22 66 96 50 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 164 84 21 149 15 19 22 66 96 50 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 126 183 93 23 166 16 21 24 73 107 56 22
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 126 183 93 23 166 16 21 24 73 107 56 22

Critical Gap Module:
Critical Gap: 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2
FollowUpTim: 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3 2.3

Capacity Module:
Conflict Vol: 183 276 174 750 710 229
Potent Cap.: 1369 1265 874 324 355 803
Move Cap.: 1369 1265 874 324 355 803
Volume/Cap: 0.09 0.09 0.08 0.08 0.08 0.08

Level of Service Module:
Queue: 0.3 7.9 7.9 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
Stopped Del: 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9 7.9
LOS by Move: A A A A A A A A A A A A

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 483 483 483 483 483 483 483 483 483 483 483 483
Shared Queue: 3.9 3.9 3.9 3.9 3.9 3.9 3.9 3.9 3.9 3.9 3.9 3.9
Shrd StpDel: 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9
Shared LOS: E E E E E E E E E E E E
ApproachDel: 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9
ApproachLOS: E E E E E E E E E E E E

Existing Plus Approved Projects (2006) Saturday
Ione Casino
PM Peak Hour

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

Intersection #26 SR-104 (Main) / SR-124 (Church)
Average Delay (sec/veh): 3.4 Worst Case Level of Service: C (15.9)

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

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

Volume Module:
Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 108 6 11 2 3 8 3 161 148 15 196 1
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 108 6 11 2 3 8 3 161 148 15 196 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 118 7 13 2 3 9 3 176 163 16 215 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 118 7 13 2 3 9 3 176 163 16 215 1

Critical Gap Module:
Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 4.2 4.2 4.2 4.2 4.2
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 2.3 2.3 2.3 2.3 2.3

Capacity Module:
Conflict Vol: 519 513 258 522 594 216 216 216 216 216 216 216
Potent Cap.: 463 460 774 442 407 817 1330 1330 1330 1330 1330 1330
Move Cap.: 463 460 774 442 407 817 1330 1330 1330 1330 1330 1330
Volume/Cap: 0.26 0.02 0.02 0.01 0.01 0.01 0.00 0.00 0.00 0.01 0.01 0.01

Level of Service Module:
Queue: 15.9 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2
Stopped Del: 15.9 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2
LOS by Move: C B B B B B B B B B B B

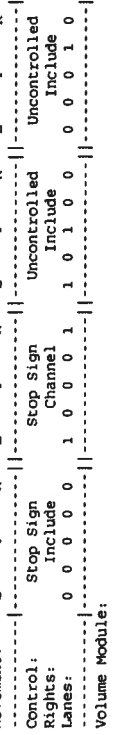
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 599 599 599 599 599 599 599 599 599 599 599 599
Shared Queue: 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2
Shrd StpDel: 15.9 15.9 15.9 15.9 15.9 15.9 15.9 15.9 15.9 15.9 15.9 15.9
Shared LOS: C C C C C C C C C C C C
ApproachDel: 15.9 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2 11.2
ApproachLOS: C B B B B B B B B B B B

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

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

Intersection #28 SR-88 / SR-124
Worst Case Level of Service: B(11.4)

Average Delay (sec/veh): 2.4



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

Volume Module:
Base Vol: 0 0 0 2 0 103 78 262 0 0 305 2
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Initial Base: 0 0 0 2 0 108 81 274 0 0 319 2
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 108 81 274 0 0 319 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 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94

PHF Volume: 0 0 0 2 0 115 87 293 0 0 341 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 2 0 115 87 293 0 0 341 2

Critical Gap Module:
Critical Gap: 6.5 6.3 4.2
FollowUpTime: 3.6 3.4 2.3

Capacity Module:
Conflict Vol: 809 342 343
Potent Cap: 342 687 1189
Move Cap: 323 687 1189
Volume/Cap: 0.01 0.17 0.07

Level of Service Module:
Queue: 0.0 0.6 0.2
Stopped Del: 16.2 11.3 8.3
LOS by Move: C B A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 342 687 1189
Shared Queue: 0.01 0.17 0.07
Shared StpDel: 16.2 11.3 8.3
Shared LOS: C B A
ApproachDel: 11.4
ApproachLOS: B

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Average Delay (sec/vph): 3.2 Worst Case Level of Service: B (14.6)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 108 6 11 2 3 8 3 161 148 15 196 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 6 11 2 3 8 3 161 148 15 196 1
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 108 6 11 2 3 8 3 161 148 15 196 1

Critical Gap Module:
 Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxx xxxxx 4.2 xxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxx xxxxx 2.3 xxxx xxxxx
 Capacity Module:
 Conflict Vol: 473 468 235 476 542 197 197 xxxx xxxxx 309 xxxx xxxxx
 Potent Cap.: 496 488 797 494 444 837 1352 xxxx xxxxx 1229 xxxx xxxxx
 Move Cap.: 483 481 797 477 437 837 1352 xxxx xxxxx 1229 xxxx xxxxx
 Volume/Cap: 0.22 0.01 0.01 0.00 0.01 0.01 0.00 xxxx xxxxx 0.01 xxxx xxxxx
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.7 xxxx xxxxx 8.0 xxxx xxxxx
 LOS By Move: A A A A A A A A A A A A
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx 501 xxxxx xxxxx 631 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx 1.0 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: A B A B A B A B A B A B
 ApproachDel: 14.6 10.8
 ApproachLOS: B B

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Average Delay (sec/vph): 8.2 Worst Case Level of Service: D (25.5)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 113 164 84 21 149 15 19 22 66 96 50 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: 113 164 84 21 149 15 19 22 66 96 50 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 113 164 84 21 149 15 19 22 66 96 50 20

Critical Gap Module:
 Critical Gp: 4.2 xxxx xxxxx 4.2 xxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
 FollowUpTim: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: 164 xxxx xxxxx 248 xxxx xxxxx 665 672 157 674 637 206
 Potent Cap.: 1390 xxxx xxxxx 1295 xxxx xxxxx 376 380 894 365 391 827
 Move Cap.: 1390 xxxx xxxxx 1295 xxxx xxxxx 302 341 894 296 351 827
 Volume/Cap: 0.08 xxxx xxxxx 0.02 xxxx xxxxx 0.06 0.06 0.07 0.32 0.14 0.02
 Level of Service Module:
 Queue: 0.3 xxxx xxxxx 0.8 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 7.8 xxxx xxxxx 7.8 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS By Move: A A A A A A A A A A A A
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 533 xxxxx xxxxx 318 xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.7 xxxxx xxxxx 2.6 xxxxx
 Shared LOS: A B A B A B A B A B A B
 ApproachDel: 13.4 25.5
 ApproachLOS: B B

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #28 SR-88 / SR-124
 Average Delay (sec/veh): 2.4 Worst Case Level of Service: B (11.1)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Channel Include Include
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 2 0 103 78 262 0 0 305 2
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 108 81 274 0 0 319 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 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 0 0 0 2 0 108 81 274 0 0 319 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 2 0 108 81 274 0 0 319 2

Critical Gap Module:
 Critical Gap:xxxx xxx xxx 6.5 xxx 6.3 4.2 xxx xxx xxx xxx xxx xxx
 FollowupTime:xxxx xxx xxx 3.6 xxx 3.4 2.3 xxx xxx xxx xxx xxx xxx
 Capacity Module:
 Conflict Vol: xxx xxx xxx 756 xxx 320 321 xxx xxx xxx xxx xxx xxx
 Potential Cap.: xxx xxx xxx 367 xxx 707 1212 xxx xxx xxx xxx xxx xxx
 Move Cap.: xxx xxx xxx 348 xxx 707 1212 xxx xxx xxx xxx xxx xxx
 Volume/Cap: xxx xxx xxx 0.01 xxx 0.15 0.07 xxx xxx xxx xxx xxx xxx
 Level of Service Module:
 Queue: xxx xxx xxx 0.0 xxx 0.5 0.2 xxx xxx xxx xxx xxx xxx
 Stopped Del:xxxx xxx xxx 15.4 xxx 11.0 8.2 xxx xxx xxx xxx xxx xxx
 LOS by Move: C * B A
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 SharedQueue:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shrd StpDel:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shared LOS: * * * * * 11.1 B
 ApproachDel: xxxxxx *
 ApproachLOS: xxxxxx *

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)
 Average Delay (sec/veh): 8.5 Worst Case Level of Service: C (19.5)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Channel Include Include
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 56 0 354 346 237 0 0 255 60
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 58 0 370 361 248 0 0 266 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 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 0 0 0 58 0 370 361 248 0 0 266 63
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 58 0 370 361 248 0 0 266 63

Critical Gap Module:
 Critical Gap:xxxx xxx xxx 6.5 xxx 6.3 4.1 xxx xxx xxx xxx xxx xxx
 FollowupTime:xxxx xxx xxx 3.6 xxx 3.4 2.2 xxx xxx xxx xxx xxx xxx
 Capacity Module:
 Conflict Vol: xxx xxx xxx 1268 xxx 298 329 xxx xxx xxx xxx xxx xxx
 Potential Cap.: xxx xxx xxx 181 xxx 728 1219 xxx xxx xxx xxx xxx xxx
 Move Cap.: xxx xxx xxx 139 xxx 728 1219 xxx xxx xxx xxx xxx xxx
 Volume/Cap: xxx xxx xxx 0.42 xxx 0.51 0.30 xxx xxx xxx xxx xxx xxx
 Level of Service Module:
 Queue: xxx xxx xxx 1.8 xxx 2.9 1.2 xxx xxx xxx xxx xxx xxx
 Stopped Del:xxxx xxx xxx 48.4 xxx 14.9 9.2 xxx xxx xxx xxx xxx xxx
 LOS by Move: E * B A
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 SharedQueue:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shrd StpDel:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shared LOS: * * * * * 19.5 C
 ApproachDel: xxxxxx *
 ApproachLOS: xxxxxx *

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #37 SR-16 / Ione
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
 Optimal Cycle: 0 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0
 Volume Module:
 Base Vol: 66 0 4 0 0 0 0 0 218 84 3 264 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 69 0 4 0 0 0 0 0 228 88 3 276 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 1.00
 PHF Adj: 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: 69 0 4 0 0 0 0 0 228 88 3 276 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 69 0 4 0 0 0 0 0 228 88 3 276 0
 Critical Gap Module:
 Critical Gap: 6.4 xxxxx
 Followup Prim: 3.5 xxxxx
 Volume/Cap: 0.14 xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 554 xxxxx 272 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Potent Cap: 497 xxxxx 772 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap: 496 xxxxx 772 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Level Of Service Module:
 Queue: 0.5 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 13.4 xxxxx 9.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: B * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: 13.2
 ApproachLOS: B

Level Of Service Computation Report
 2000 HCM 4-way Stop Method (Base Volume Alternative)
 Intersection #36 SR-49 / Pleasant Valley
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.6
 Optimal Cycle: 0 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0
 Volume Module:
 Base Vol: 129 0 174 0 0 0 0 226 119 138 192 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 135 0 182 0 0 0 236 124 144 201 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: 135 0 182 0 0 0 236 124 144 201 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 135 0 182 0 0 0 236 124 144 201 0
 Critical Gap Module:
 Critical Gap: 6.4 xxxxx
 Followup Prim: 3.5 xxxxx
 Volume/Cap: 0.14 xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 554 xxxxx 272 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Potent Cap: 497 xxxxx 772 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap: 496 xxxxx 772 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Level Of Service Module:
 Queue: 0.5 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 13.4 xxxxx 9.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: B * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: 13.4
 ApproachLOS: B

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #41 SR-16 / Latrobe (Sac)
 Average Delay (sec/veh): 0.5 Worst Case Level of Service: C [23.9]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Uncontrolled Uncontrolled
 Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0

Volume Module:
 Base Vol: 7 0 1 1 1 0 13 11 510 4 3 515 3
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 7 0 1 1 1 0 14 11 533 4 3 538 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 1.00 1.00
 PHF Adj: 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: 7 0 1 1 1 0 14 11 533 4 3 538 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 7 0 1 1 1 0 14 11 533 4 3 538 3

Critical Gap Module:
 Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx xxx
 FollowUpTm: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx 2.2 xxx xxx
 Capacity Module:
 Conflict Vol: 110 xxx 535 1104 xxx 539 541 xxx xxx 537 xxx xxx
 Percent Cap.: 188 xxx 549 190 xxx 546 1023 xxx xxx 1026 xxx xxx
 Move Cap.: 182 xxx 549 188 xxx 546 1023 xxx xxx 1026 xxx xxx
 Volume/Cap: 0.04 xxx 0.00 0.01 xxx 0.02 0.01 xxx xxx 0.00 xxx xxx
 Level of Service Module:
 Queue: xxx xxx 0.0 xxx xxx 0.1 0.0 xxx xxx 0.0 xxx xxx
 Stopped Del: xxx xxx 11.6 xxx xxx 11.8 8.6 xxx xxx 8.5 xxx xxx
 LOS By Move: * * B * * B * A * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue: 0.1 xxx xxx 188 xxx xxx xxx xxx xxx xxx xxx xxx
 Shrd StpDel: 25.7 xxx xxx 24.3 xxx xxx xxx xxx xxx xxx xxx
 Shared LOS: *
 ApproachDel: xxx xxx 23.9 C xxx xxx * xxx xxx *
 ApproachLOS: *

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #40 SR-16 / Stone House
 Average Delay (sec/veh): 1.1 Worst Case Level of Service: C [21.7]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 1 0

Volume Module:
 Base Vol: 0 0 0 48 0 6 5 489 0 0 497 33
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 50 0 6 5 511 0 0 519 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 0 0 50 0 6 5 511 0 0 519 34
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 50 0 6 5 511 0 0 519 34

Critical Gap Module:
 Critical Gap: 6.4 xxx 6.2 4.1 xxx xxx xxx xxx xxx
 FollowUpTm: 3.5 xxx 3.3 2.2 xxx xxx xxx xxx xxx
 Capacity Module:
 Conflict Vol: 1058 xxx 536 554 xxx xxx xxx xxx xxx
 Percent Cap.: 251 xxx 548 1012 xxx xxx xxx xxx xxx
 Move Cap.: 250 xxx 548 1012 xxx xxx xxx xxx xxx
 Volume/Cap: 0.20 xxx 0.01 0.01 xxx xxx xxx xxx xxx
 Level of Service Module:
 Queue: xxx xxx xxx 0.7 xxx 0.0 0.0 xxx xxx xxx xxx xxx
 Stopped Del: xxx xxx 23.0 xxx 11.6 8.6 xxx xxx xxx xxx xxx
 LOS By Move: * * * C * * B * A * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shared LOS: *
 ApproachDel: xxx xxx 21.7 C xxx xxx * xxx xxx *
 ApproachLOS: *

Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #42 SR-16 / Dillard
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.601
 Loss Time (sec): 9 (V+R = 4 sec) Level Of Service: 8.1
 Optimal Cycle: 33
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Permitted Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 80 0 51 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.04
 Initial Bse: 84 0 53 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 84 0 53 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 0
 Reduced Vol: 84 0 53 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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
 Final Vol.: 84 0 53 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900
 Adj: 0.76 1.00 0.76 1.00 1.00 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Adjustment: 0.61 0.00 0.39 0.00 0.00 0.00 0.00 0.00 0.85 0.15 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Lanes: 0.61 0.00 0.39 0.00 0.00 0.00 0.00 0.00 0.85 0.15 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 883 0 563 0 0 0 0 0 0 0 1544 264 1753 1845 0 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.09 0.00 0.09 0.00 0.00 0.00 0.00 0.00 0.31 0.31 0.03 0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.00 0.48 0.48 0.09 0.58 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 0.62 0.00 0.62 0.00 0.00 0.00 0.00 0.00 0.64 0.64 0.37 0.46 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 18.7 0.0 18.7 0.0 0.0 0.0 0.0 0.0 7.9 7.9 15.5 4.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 User DelAdj: 1.00
 AdjDel/Veh: 18.7 0.0 18.7 0.0 0.0 0.0 0.0 0.0 7.9 7.9 15.5 4.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 HCM2KAVG: 3 0 3 0 0 0 0 0 6 5 1 3 0 0 0 0 0 0 0 0 0

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #43 SR-16 / Sloughhouse
 Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B [13.0]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 35 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 37 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 0 0 37 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 0
 Final Vol.: 0 0 37 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Critical Gap Module:
 Critical Gap: 6.2
 FollowUpTime: 3.3
 Capacity Module:
 Conflict Vol: 626
 Potent Cap: 488
 Move Cap: 488
 Volume/Cap: 0.07
 Level of Service Module:
 Queue: 0.2
 Stopped Del: 13.0
 LOS by Move: B
 Movement: L T - LTR - RT L T - LTR - RT L T - LTR - RT L T - LTR - RT
 Shared Cap.: 488
 Shared Queue: 488
 Shrd StpDel: 13.0
 Shared LOS: B
 ApproachDel: 13.0
 ApproachLOS: B

Ione Casino
 Existing Plus Approved Projects (2006) Saturday
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #42 SR-16 / Dillard
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.601
 Loss Time (sec): 9 (V+R = 4 sec) Level Of Service: 8.1
 Optimal Cycle: 33
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Permitted Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 80 0 51 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 84 0 53 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 84 0 53 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 0
 Reduced Vol: 84 0 53 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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
 Final Vol.: 84 0 53 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900
 Adj: 0.76 1.00 0.76 1.00 1.00 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Adjustment: 0.61 0.00 0.39 0.00 0.00 0.00 0.00 0.00 0.85 0.15 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Lanes: 0.61 0.00 0.39 0.00 0.00 0.00 0.00 0.00 0.85 0.15 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 883 0 563 0 0 0 0 0 0 0 1544 264 1753 1845 0 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.09 0.00 0.09 0.00 0.00 0.00 0.00 0.00 0.31 0.31 0.03 0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.00 0.48 0.48 0.09 0.58 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 0.62 0.00 0.62 0.00 0.00 0.00 0.00 0.00 0.64 0.64 0.37 0.46 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 18.7 0.0 18.7 0.0 0.0 0.0 0.0 0.0 7.9 7.9 15.5 4.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 User DelAdj: 1.00
 AdjDel/Veh: 18.7 0.0 18.7 0.0 0.0 0.0 0.0 0.0 7.9 7.9 15.5 4.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 HCM2KAVG: 3 0 3 0 0 0 0 0 6 5 1 3 0 0 0 0 0 0 0 0 0

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #43 SR-16 / Sloughhouse
 Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B [13.0]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 35 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 37 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 0 0 37 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 0
 Final Vol.: 0 0 37 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Critical Gap Module:
 Critical Gap: 6.2
 FollowUpTime: 3.3
 Capacity Module:
 Conflict Vol: 626
 Potent Cap: 488
 Move Cap: 488
 Volume/Cap: 0.07
 Level of Service Module:
 Queue: 0.2
 Stopped Del: 13.0
 LOS by Move: B
 Movement: L T - LTR - RT L T - LTR - RT L T - LTR - RT L T - LTR - RT
 Shared Cap.: 488
 Shared Queue: 488
 Shrd StpDel: 13.0
 Shared LOS: B
 ApproachDel: 13.0
 ApproachLOS: B

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

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

 Intersection #44 SR-16 / Grant Line

 Cycle (sec): 0 Critical Vol./Cap. (X): 0.635
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.8
 Optimal Cycle: 42 Level of Service: 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: 7 7 7 7 3 3 7 7 3 3
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0

 Volume Module:
 Base Vol: 1 98 30 27 78 36 18 463 3 50 465 39
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 1 102 31 28 81 38 19 484 3 52 486 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: 1 102 31 28 81 38 19 484 3 52 486 41
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 102 31 28 81 38 19 484 3 52 486 41
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 1 102 31 28 81 38 19 484 3 52 486 41

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.97 0.97 0.97 0.96 0.96 0.96 0.92 0.97 0.97 0.92 0.96 0.96
 Lanes: 0.01 0.16 0.23 0.19 0.55 0.26 1.00 0.99 0.01 1.00 0.92 0.08
 Final Sat.: 14 1399 428 348 1006 464 1753 1831 12 1753 1682 141

 Capacity Analysis Module:
 Vol/Sat: 0.07 0.07 0.07 0.08 0.08 0.08 0.01 0.26 0.26 0.03 0.29 0.29
 Crit Moves: *****
 Green/Cycle: 0.17 0.17 0.17 0.17 0.17 0.17 0.31 0.07 0.31 0.07 0.31 0.31
 Volume/Cap: 0.44 0.44 0.44 0.49 0.49 0.49 0.15 0.85 0.85 0.42 0.93 0.93
 Delay/Veh: 16.7 16.7 16.7 17.1 17.1 17.1 18.9 25.5 25.5 20.9 36.7 36.7
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 16.7 16.7 16.7 17.1 17.1 17.1 18.9 25.5 25.5 20.9 36.7 36.7
 HCM2AVG: 2 2 2 2 2 2 0 10 7 1 12 12

Ione Casino
Existing Plus Approved Projects (2006) Saturday
PM Peak Hour

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

 Intersection #45 SR-16 / Sunrise

 Cycle (sec): 0 Critical Vol./Cap. (X): 0.637
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.0
 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: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 3 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

 Volume Module:
 Base Vol: 6 188 32 224 241 60 52 235 9 31 291 200
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 6 196 33 234 252 63 54 245 9 32 304 209
 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: 6 196 33 234 252 63 54 245 9 32 304 209
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 6 196 33 234 252 63 54 245 9 32 304 209
 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
 Final Vol.: 6 196 33 234 252 63 54 245 9 32 304 209

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.98 0.15 1.00 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1588 270 1805 1900 1615 1702 1792 1523 1702 1792 1523

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.12 0.12 0.13 0.13 0.04 0.03 0.14 0.01 0.02 0.17 0.14
 Crit Moves: *****
 Green/Cycle: 0.12 0.19 0.19 0.20 0.27 0.34 0.07 0.23 0.35 0.10 0.26 0.45
 Volume/Cap: 0.03 0.66 0.66 0.66 0.66 0.49 0.11 0.45 0.59 0.02 0.19 0.66
 Delay/Veh: 16.5 20.4 20.4 20.0 13.7 9.6 21.3 16.7 9.1 17.9 17.4 7.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 16.5 20.4 20.4 20.0 13.7 9.6 21.3 16.7 9.1 17.9 17.4 7.5
 HCM2AVG: 0 4 4 4 3 1 4 0 1 5 2

Existing Plus Approved Projects (2006) Saturday PM Peak Hour

Existing Plus Approved Projects (2006) Saturday PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #47 SR-16 / Bradshaw
 Average Delay (sec/veh): 12 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.630
 Optimal Cycle: 41 Level of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: OVI OVI OVI OVI
 Min. Green: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1 0 1
 Volume Module:
 Base Vol: 50 423 33 153 535 80 97 233 51 41 282 136
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 52 442 34 160 559 84 101 243 53 43 295 142
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 52 442 34 160 559 84 101 243 53 43 295 142
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 52 442 34 160 559 84 101 243 53 43 295 142
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 52 442 34 160 559 84 101 243 53 43 295 142
 Saturation Flow Module:
 Sat/lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.94 0.94 0.95 0.95 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 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.: 1805 3312 258 1805 3610 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol/Sat: 0.03 0.13 0.13 0.09 0.15 0.05 0.06 0.14 0.03 0.03 0.16 0.09
 Crit Moves: ****
 Green/Cycle: 0.11 0.21 0.21 0.14 0.25 0.34 0.09 0.25 0.35 0.11 0.26 0.40
 Volume/Cap: 0.27 0.63 0.63 0.63 0.63 0.15 0.63 0.55 0.10 0.24 0.63 0.23
 Delay/Veh: 17.7 16.4 16.4 21.7 15.2 9.5 25.7 14.8 8.9 17.5 16.2 8.3
 User Del/Adj: 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: 17.7 16.4 16.4 21.7 15.2 9.5 25.7 14.8 8.9 17.5 16.2 8.3
 HCMRAvg: 1 4 4 3 4 1 3 4 1 3 4 1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)
 Intersection #46 SR-16 / Excelsior
 Average Delay (sec/veh): 5.2 Worst Case Level of Service: C (19.7)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop sign Stop sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 21 31 26 18 51 66 60 247 51 19 326 7
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 22 32 27 19 53 69 63 258 53 20 341 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: 22 32 27 19 53 69 63 258 53 20 341 7
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 22 32 27 19 53 69 63 258 53 20 341 7
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
 Followup Prim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 855 797 285 824 820 344 348 xxxxx xxxxx 311 xxxxx xxxxx
 Potential Cap: 281 322 759 295 312 703 1189 xxxxx xxxxx 1227 xxxxx xxxxx
 Move Cap: 206 300 759 247 291 703 1189 xxxxx xxxxx 1227 xxxxx xxxxx
 Volume/Cap: 0.11 0.11 0.04 0.08 0.18 0.10 0.05 xxxxx xxxxx 0.02 xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx 0.0 xxxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 8.0 xxxxx xxxxx 8.0 xxxxx xxxxx
 LOS by Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxx 326 xxxxx xxx 395 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx 1.0 xxxxx xxxxx 1.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx 19.7 xxxxx xxxxx 19.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * C * * * * * C * * * * * * * * * * *
 Approach Del: 19.7 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1 19.1
 Approach LOS: C C C C C C C C C C C C

APPENDIX C-1

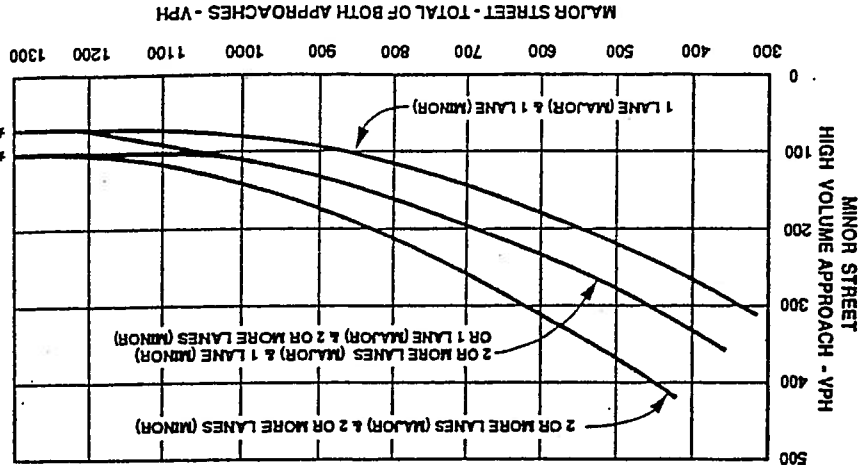
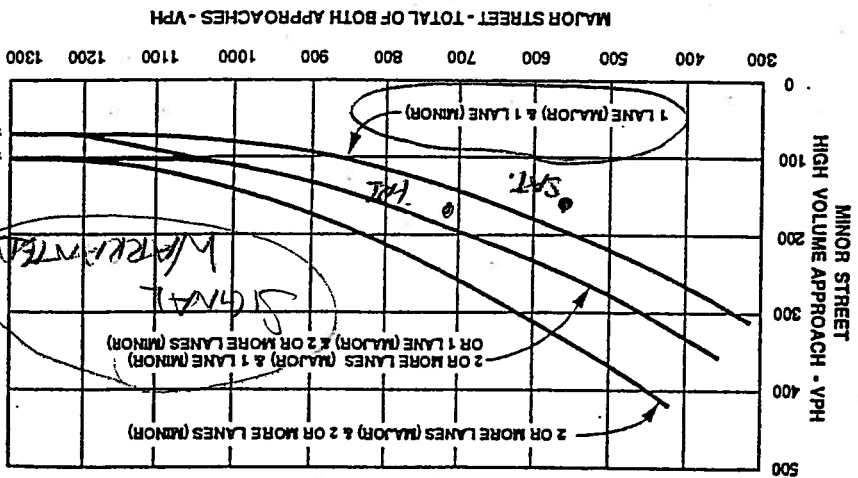
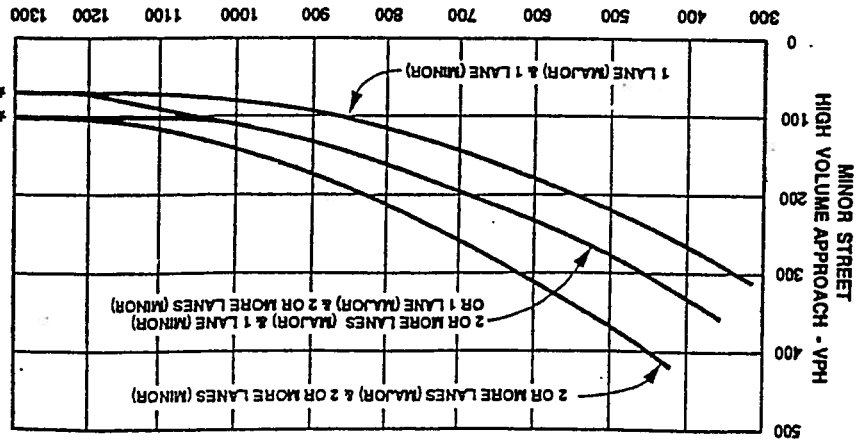
Annual Growth Calculations for State Routes

DIS	ROUTE	COUNTY	PM	2004-2002		Annual	
				Delta 3		SQRT(Delta 3+1)-1	
10	12	SJ	23.29 WEST JCT. RTE. 88;	1.515%		0.75%	
10	12	SJ	23.17 CLEMENTS, EAST JC		1.333%		0.66%
3	16	SAC	6.22 BRADSHAW ROAD	0.763%	0.943%	0.38%	0.47%
3	16	SAC	8.34 EXCELSIOR ROAD	0.943%	1.299%	0.47%	0.65%
3	16	SAC	11.47 SUNRISE BOULEVAR	1.299%	0.855%	0.65%	0.43%
3	16	SAC	12.54 GRANT LINE ROAD	0.855%	0.813%	0.43%	0.41%
3	16	SAC	16 DILLARD ROAD	1.176%	1.923%	0.59%	0.96%
3	16	SAC	16.81 LATROBE ROAD	1.923%	2.041%	0.96%	1.02%
3	16	SAC	19.47 MURIETTA PARKWAY	2.041%	1.980%	1.02%	0.99%
3	16	SAC	22.85 IONE ROAD	1.980%	2.899%	0.99%	1.44%
10	16	AMA	0 SACRAMENTO-AMAD		2.899%		1.44%
10	16	AMA	9.09 JCT. RTE. 124 SOUTH	1.136%	1.099%	0.57%	0.55%
10	16	AMA	9.37 CENTRAL HOUSE, JC	1.299%		0.65%	
10	49	AMA	2.8 JACKSON, SCOTTSVI	1.449%	1.370%	0.72%	0.68%
10	49	AMA	3.12 JACKSON, BROADWA	1.351%	1.351%	0.67%	0.67%
10	49	AMA	3.62 JACKSON, FRENCH E	3.053%	2.941%	1.52%	1.46%
10	49	AMA	4.32 JACKSON, MAIN/MAT	5.682%	5.587%	2.80%	2.76%
10	49	AMA	6.1 JACKSON GATE ROA	46.259%	4.908%	20.94%	2.42%
10	49	AMA	6.98 SUTTER CREEK, JCT	3.333%	4.516%	1.65%	2.23%
10	49	AMA	8.34 SUTTER CREEK, SUT	2.685%	2.206%	1.33%	1.10%
10	49	AMA	8.53 SUTTER CREEK, GOF	2.206%	3.030%	1.10%	1.50%
10	49	AMA	9.03 SUTTER CREEK, SPA	2.970%	2.597%	1.47%	1.29%
10	49	AMA	14.72 CENTRAL HOUSE, JO	2.667%	3.175%	1.32%	1.57%
10	49	AMA	16.53 PLYMOUTH, BUSH ST	2.532%	3.226%	1.26%	1.60%
10	49	AMA	17.22 PLYMOUTH, MAIN ST	3.333%	4.762%	1.65%	2.35%
3	49	ED	1.65 NASHVILLE, SOUTH	0.000%	23.529%	0.00%	11.14%
3	49	ED	8.35 CHINA HILL ROAD	23.529%	42.857%	11.14%	19.52%
3	49	ED	9.49 EL DORADO, UNION M	42.857%	22.785%	19.52%	10.81%
3	49	ED	9.64 EL DORADO, PLEASA	22.785%	5.882%	10.81%	2.90%
3	49	ED	11.24 MISSOURI FLAT ROA	5.882%	5.224%	2.90%	2.58%
10	88	SJ	12.24 JCT. RTE. 12 WEST; L	0.826%	0.602%	0.41%	0.30%
10	88	SJ	13.6 JACKTONE ROAD	0.602%	0.541%	0.30%	0.27%
10	88	SJ	14.08 ELLIOTT/TULLY ROAD	0.529%	0.617%	0.26%	0.31%
10	88	SJ	16.27 DISCH ROAD	0.658%	2.239%	0.33%	1.11%
10	88	SJ	18.08 MACKVILLE ROAD	0.763%	3.759%	0.38%	1.86%
10	88	SJ	19.17 JCT. RTE. 12 EAST; C	3.704%	3.896%	1.84%	1.93%
10	88	SJ	22.09 LIBERTY ROAD	3.896%	11.579%	1.93%	5.63%
10	88	SJ	25.37 SAN JOAQUIN COUNT	11.579%	11.579%	5.63%	5.63%
10	88	AMA	5.53 JCT. RTE. 124 NORTH	12.766%	11.364%	6.19%	5.53%
10	88	AMA	7.39 WEST JCT. RTE. 104	10.417%	7.377%	5.08%	3.62%
10	88	AMA	12.68 RIDGE ROAD, EAST J	7.634%	8.511%	3.75%	4.17%
10	88	AMA	14.25 MARTELL, NORTH JC	7.383%		3.63%	
10	88	AMA	14.29 JACKSON, SOUTH JC		0.746%		0.37%
10	104	AMA	2.41 MICHIGAN BAR ROAD	7.895%	2.564%	3.87%	1.27%
10	104	AMA	5.36 IONE, PRESTON ROA	2.174%	2.326%	1.08%	1.16%
10	104	AMA	5.77 IONE, JCT. RTE. 124 N	2.326%	1.852%	1.16%	0.92%
10	104	AMA	5.96 IONE, JCT. RTE. 124 S	1.802%	2.000%	0.90%	1.00%
10	104	AMA	6.33 IONE, FOOTHILL BOU	2.083%	2.439%	1.04%	1.21%
10	104	AMA	8.2 WEST JCT. RTE. 88	2.128%		1.06%	
10	104	AMA	8.2 EAST JCT. RTE. 88		4.225%		2.09%
10	104	AMA	10.07 SUTTER CREEK, JCT	1.724%		0.86%	
10	124	AMA	0 JCT. RTE. 88, IONE SC		3.226%		1.60%
10	124	AMA	2.29 IONE, EAST JCT. RTE	1.961%		0.98%	
10	124	AMA	2.29 IONE, WEST JCT. RTE		2.439%		1.21%
10	124	AMA	2.42 IONE, RAYMOND DRI	2.439%	3.333%	1.21%	1.65%
				Average		2.71%	2.42%

APPENDIX D

**Intersection Operations Calculations 2006 EPAP
(No Project) With Recommended Improvements**

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)



NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

2006 EXISTING PLUS APPROVED

8 SR 104 (PESTON)

SR 124

T02 / 546

T02 / SAT.

166

173

This Page is Intentionally Left Blank

Existing Plus Approved Projects (2006) Friday - Recommended Improvements
Ione Casino
PM Peak Hour

Scenario: 2006 Ex + Ap Friday
Command: 2006 Ex + Ap Friday
Volume: 2006 Ex + Ap Friday
Geometry: Existing
Impact Fee: Existing
Trip Generation: Existing
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Scenario Report

2006 Ex + Ap Friday Mon Jul 19, 2004 12:55:46 Page 2-1

Existing Plus Approved Projects (2006) Friday - Recommended Improvements
Ione Casino
PM Peak Hour

Trip Distribution Report
Percent Of Trips Default

Zone	1	2	3	4	5	6	7	8	9	10	11	
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3	
	To Gates											
Zone	12	13	14	15	16	17	18	19	20	21	22	
1	6.2	0.4	15.9	0.9	0.8	0.8	0.8	0.7	13.2	13.1	1.2	0.1
	To Gates											
Zone	23	24	25	26								
1	0.1	0.8	1.4	1.6								

Existing Plus Approved Projects (2006) Friday - Recommended Improvements
 Ione Casino
 PM Peak Hour
 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound	
	L	T	L	T	L	T	L	T
10 SR-49 / SR-16	195	0	85	0	0	0	308	335
25 SR-104 (Prest	105	190	136	33	207	31	24	19
29 SR-88 / SR-12	0	0	0	69	0	363	480	396
30 SR-88 / SR-12	30	761	2	3	468	251	264	1
31 SR-88 / Ketti	18	556	16	5	353	80	221	84
46 SR-16 / Excel	19	45	60	9	136	75	111	562

Existing Plus Approved Projects (2006) Friday - Recommended Improvements
 Ione Casino
 PM Peak Hour
 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound	
	L	T	L	T	L	T	L	T
10 SR-49 / SR-16	195	0	85	0	0	0	308	335
25 SR-104 (Prest	105	190	136	33	207	31	24	19
29 SR-88 / SR-12	0	0	0	69	0	363	480	396
30 SR-88 / SR-12	30	761	2	3	468	251	264	1
31 SR-88 / Ketti	18	556	16	5	353	80	221	84
46 SR-16 / Excel	19	45	60	9	136	75	111	562

 Existing Plus Approved Projects (2006) Friday - Recommended Improvements
 Ione Casino
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base Del/V	Base LOS Veh	Future Del/V	Future LOS Veh	Change In
# 10 SR-49 / SR-16	B 11.6 0.573	C	B 11.6 0.573	C	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A 4.7 0.409	A	A 4.7 0.409	A	+ 0.000 D/V
# 29 SR-88 / SR-12 (North)	A 10.0 0.641	A	A 10.0 0.641	A	+ 0.000 D/V
# 30 SR-88 / SR-12 (South)	C 30.3 0.728	C	C 30.3 0.728	C	+ 0.000 D/V
# 31 SR-88 / Kettleman	B 18.8 0.633	B	B 18.8 0.633	B	+ 0.000 D/V
# 46 SR-16 / Excelsior	B 16.3 0.756	B	B 16.3 0.756	B	+ 0.000 D/V

 Existing Plus Approved Projects (2006) Friday - Recommended Improvements
 Ione Casino
 PM Peak Hour

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

Intersection #10 SR-49 / SR-16	Cycle (sec)	Loss Time (sec)	Optimal Cycle	Approach	Control	Right	Min. Green	Lanes	Volume Module	Base Vol	Growch Adj	Initial Bse	Added Vol	PasserbyVol	Initial Fut	User Adj	PHF Adj	PHF Volume	Reduced Vol	PCB Adj	WLF Adj	Final Vol	Sat/lane	Adj	lanes	Final Sat	Capacity Analysis Module	Vol/sat	Crit Moves	Green/Cycle	Volume/Cap	Delay/Veh	User DelAdj	AdjDel/Veh	HCM2AVG
2000 HCM Operations Method (Future Volume Alternative)	0	9 (Y+R = 4 sec)	31	North Bound	Permitted	Ov1	5	1	187	0	1.04	195	0	0	195	1.00	1.00	195	0	1.00	1.00	195	1900	0.71	1	1353	0.14	0.25	0.57	12.5	1.00	12.5	3	0	
Level Of Service				South Bound	Permitted	Ov1	5	1	81	0	1.04	195	0	0	195	1.00	1.00	195	0	1.00	1.00	195	1900	0.79	1	1495	0.06	0.40	0.57	5.9	1.00	5.9	1	0	
Level Of Service				East Bound	Protected	Ov1	3	1	295	0	1.04	195	0	0	195	1.00	1.00	195	0	1.00	1.00	195	1900	0.93	1	1759	0.18	0.00	0.57	15.7	1.00	15.7	5	0	
Level Of Service				West Bound	Protected	Ov1	7	1	321	0	1.04	195	0	0	195	1.00	1.00	195	0	1.00	1.00	195	1900	0.79	1	1671	0.22	0.00	0.57	15.4	1.00	15.4	2	1	

Existing Plus Approved Projects (2006) Friday - Recommended Improvements
Ione Casino
PM Peak Hour

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

Intersection #25 SR-104 (Preston) / SR-124 (North)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.409
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.7
 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: 5 5 5 5
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:
 Base Vol: 101 182 130 32 198 30 23 18 73 128 16 21
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 105 190 136 33 207 31 24 19 76 134 17 22
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 105 190 136 33 207 31 24 19 76 134 17 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: 105 190 136 33 207 31 24 19 76 134 17 22
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 RCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MIF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 105 190 136 33 207 31 24 19 76 134 17 22

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.61 0.58 0.88 0.86 0.86 0.86 0.84 0.84 0.84 0.76 0.87 0.87
 Lanes: 1.00 0.00 0.42 0.12 0.76 0.12 0.20 0.16 0.64 1.00 0.43 0.57
 Final Sat: 1163 979 700 202 1250 189 322 252 1021 1447 716 939

Capacity Analysis Module:
 Vol/Sat: 0.09 0.19 0.19 0.17 0.17 0.17 0.07 0.07 0.07 0.09 0.02 0.02
 Crit Moves: ****
 Green/Cycle: 0.45 0.45 0.45 0.45 0.45 0.45 0.25 0.25 0.25 0.25 0.25 0.25
 Volume/Cap: 0.43 0.43 0.43 0.37 0.37 0.30 0.30 0.30 0.30 0.37 0.09 0.09
 Delay/Veh: 3.5 4.2 4.2 3.9 3.9 3.9 6.5 6.5 6.5 6.8 5.9 5.9
 User Delay: 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: 3.5 4.2 4.2 3.9 3.9 3.9 6.5 6.5 6.5 6.8 5.9 5.9
 HCM2KRVY: 1 2 2 2 2 2 1 1 1 1 1 0

Existing Plus Approved Projects (2006) Friday - Recommended Improvements
Ione Casino
PM Peak Hour

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

Intersection #29 SR-88 / SR-12 (North)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.641
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.0
 Optimal Cycle: 36 Level of Service: A

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

Control: Permitted Permitted Protected Protected
 Rights: Include Include Ovr1 Include
 Min. Green: 5 5 5 5
 Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0

Volume Module:
 Base Vol: 0 0 0 66 348 460 379 0 0 214 50
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 69 0 363 480 396 0 0 224 52
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 69 0 363 480 396 0 0 224 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: 0 0 0 69 0 363 480 396 0 0 224 52
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 RCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MIF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 0 0 0 69 0 363 480 396 0 0 224 52

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.81 0.19
 Final Sat: 0 0 0 1408 0 1495 1736 1828 0 0 1443 337

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.24 0.28 0.22 0.00 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.14 0.00 0.53 0.39 0.61 0.00 0.00 0.22 0.22
 Volume/Cap: 0.00 0.00 0.00 0.34 0.00 0.46 0.71 0.35 0.00 0.00 0.71 0.71
 Delay/Veh: 0.0 0.0 0.0 15.1 0.0 5.7 12.6 3.7 0.0 0.0 18.8 18.8
 User Delay: 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 15.1 0.0 5.7 12.6 3.7 0.0 0.0 18.8 18.8
 HCM2KRVY: 0 0 0 0 0 1 0 3 0 0 0 5

Existing Plus Approved Projects (2006) Friday - Recommended Improvements
Ione Casino
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 SR-88 / SR-12 (South)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 52 Level of Service: C

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

Control: Protected Protected Split Phase Split Phase
Rights: Include OVI Include Include
Min. Green: 3 7 7 3 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module: 29 729 2 3 448 240 253 1 18 2 3 2
Base Vol: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Growth Adj: 30 761 2 3 468 251 264 1 19 2 3 2
Initial Bae: 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 761 2 3 468 251 264 1 19 2 3 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: 30 761 2 3 468 251 264 1 19 2 3 2
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 761 2 3 468 251 264 1 19 2 3 2
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MPF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 30 761 2 3 468 251 264 1 19 2 3 2

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj/Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.83 0.83 0.91 0.91 0.91
Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.05 0.95 0.29 0.43 0.28
Final Sat.: 1805 1895 5 1702 1792 1523 1736 83 1486 495 742 495

Capacity Analysis Module:
Vol/Sat: 0.02 0.40 0.40 0.00 0.26 0.16 0.15 0.01 0.01 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.06 0.42 0.42 0.06 0.42 0.58 0.16 0.16 0.16 0.13 0.13 0.13
Volume/Cap: 0.29 0.96 0.96 0.03 0.62 0.29 0.96 0.08 0.08 0.03 0.03 0.03
Delay/Veh: 25.0 37.3 37.3 23.3 13.6 5.8 65.0 18.8 18.8 19.6 19.6 19.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.0 37.3 37.3 23.3 13.6 5.8 65.0 18.8 18.8 19.6 19.6 19.6
HCM2kVeh: 1 19 8 0 7 2 9 0 0 0 0 0
HCM2kVeh: 1 19 8 0 7 2 9 0 0 0 0 0

Existing Plus Approved Projects (2006) Friday - Recommended Improvements
Ione Casino
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 SR-88 / Kettleman

Cycle (sec): 55 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 45 Level of Service: B

Approach: North Bound South Bound East Bound West Bound
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: 3 7 7 3 7 7 7 7
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module: 17 532 15 5 338 77 212 80 25 13 59 6
Base Vol: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Growth Adj: 18 556 16 5 353 80 221 84 26 14 62 6
Initial Bae: 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 18 556 16 5 353 80 221 84 26 14 62 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: 18 556 16 5 353 80 221 84 26 14 62 6
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 18 556 16 5 353 80 221 84 26 14 62 6
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MPF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 18 556 16 5 353 80 221 84 26 14 62 6

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj/Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.92 0.94 0.94 0.95 0.95 0.95
Lanes: 1.00 0.97 0.03 1.00 0.81 0.19 1.00 0.76 0.24 0.17 0.75 0.08
Final Sat.: 1702 1736 49 1702 1418 323 1753 1355 423 302 1370 139

Capacity Analysis Module:
Vol/Sat: 0.01 0.32 0.32 0.00 0.25 0.25 0.13 0.06 0.06 0.04 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.05 0.43 0.43 0.05 0.43 0.43 0.17 0.17 0.17 0.13 0.13 0.13
Volume/Cap: 0.19 0.74 0.74 0.06 0.58 0.58 0.74 0.36 0.36 0.35 0.35 0.35
Delay/Veh: 25.8 17.1 17.1 24.9 13.0 13.0 31.5 20.9 20.9 22.9 22.9 22.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 25.8 17.1 17.1 24.9 13.0 13.0 31.5 20.9 20.9 22.9 22.9 22.9
HCM2kVeh: 1 10 9 0 6 6 2 2 2 2 2 2
HCM2kVeh: 1 10 9 0 6 6 2 2 2 2 2 2

Existing Plus Approved Projects (2006) Friday - Recommended Improvements
PM Peak Hour

Level Of Service Computation Report

 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #46 SR-16 / Excelsior

Cycle (sec): 0 Critical Vol./Cap. (X): 0.756
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.3
 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 Include Include
 Min. Green: 5 5 5 5 3 7 7 3
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0 7

Volume Module:
 Base Vol: 18 43 57 9 130 72 106 538 174 98 291 17
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 19 45 60 9 136 75 111 562 182 102 304 18
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fur: 19 45 60 9 136 75 111 562 182 102 304 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: 19 45 60 9 136 75 111 562 182 102 304 18
 Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 RCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 19 45 60 9 136 75 111 562 182 102 304 18

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.83 0.83 0.83 0.94 0.94 0.94 0.91 0.91 0.90 0.94 0.94
 Lanes: 0.15 0.36 0.49 0.34 0.34 0.34 0.24 0.24 0.24 0.24 0.24 0.06
 Final Sat.: 241 577 765 76 1100 609 1702 1304 422 1702 1679 98

Capacity Analysis Module:
 Vol/Sat: 0.08 0.08 0.08 0.12 0.12 0.12 0.07 0.43 0.43 0.06 0.18 0.18
 Crit Moves: *****

Green/Cycle: 0.16 0.16 0.16 0.16 0.16 0.16 0.17 0.57 0.57 0.08 0.48 0.48
 Volume/Cap: 0.48 0.48 0.48 0.76 0.76 0.76 0.38 0.76 0.76 0.76 0.38 0.38
 Delay/Veh: 19.6 19.6 19.6 30.0 30.0 30.0 18.4 11.2 11.2 43.0 8.3 8.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 19.6 19.6 19.6 30.0 30.0 30.0 18.4 11.2 11.2 43.0 8.3 8.3
 MemkVeh: 3 3 3 6 5 5 2 10 10 4 3 3

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
 Lone Casino
 PM Peak Hour

Scenario: 2006 Ex + Ap Saturday
 Scenario Report

Command: 2006 Ex + Ap Saturday
 Volume: 2006 Ex + Ap Saturday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: Existing
 Trip Distribution: Existing
 Paths: 2006 (anador Bypass)
 Routes: Existing
 Configuration: Existing

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
 Lone Casino
 PM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound	
	L	T	L	T	L	T	L	T
10 SR-49 / SR-16	265	0	105	0	0	0	151	171
25 SR-104 / SR-16	113	164	84	21	149	15	19	22
29 SR-88 / SR-12	0	0	0	58	0	370	361	248
30 SR-88 / SR-12	16	560	1	418	245	283	1	25
31 SR-88 / Ketch	23	421	4	343	81	162	40	21
46 SR-16 / Excel	22	32	27	19	53	69	63	258

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
 Ione Casino
 PM Peak Hour
 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound	
	L--T--R	L--T--R	L--T--R	L--T--R	L--T--R	L--T--R	L--T--R	
10 SR-49 / SR-16	265	0	105	0	0	0	151	171
25 SR-104 (Preston)	113	164	84	21	149	15	19	22
29 SR-88 / SR-12	0	0	0	58	0	370	361	248
30 SR-88 / SR-12	16	560	1	3	418	245	283	1
31 SR-88 / Kettleman	23	421	4	5	343	81	162	40
46 SR-16 / Excelsior	22	32	27	19	53	69	63	258

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
 Ione Casino
 PM Peak Hour
 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/V LOS	V/C	Del/V LOS	V/C	
# 10 SR-49 / SR-16	B 10.7	0.553	B 10.7	0.553	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A 4.5	0.318	A 4.5	0.318	+ 0.000 D/V
# 29 SR-88 / SR-12 (North)	B 10.4	0.597	B 10.4	0.597	+ 0.000 D/V
# 30 SR-88 / SR-12 (South)	C 32.9	0.648	C 32.9	0.648	+ 0.000 D/V
# 31 SR-88 / Kettleman	B 15.3	0.491	B 15.3	0.491	+ 0.000 D/V
# 46 SR-16 / Excelsior	A 8.7	0.474	A 8.7	0.474	+ 0.000 D/V

 Ione Casino
 Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
 PM Peak Hour
 Signal Warrant Summary Report
 Base Future
 Intersection Met Met

 Ione Casino
 Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
 PM Peak Hour
 Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #10 SR-49 / SR-16
 Cycle (sec): 9 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.553
 Loss Time (sec): 30 Average Delay (Sec/Veh): 10.7
 Optimal Cycle: 30 Level Of Service: 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 Protected
 Right: OVI Include OVI Include Include
 Min. Green: 5 5 0
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: 254 0 101 0 0 0 0 0 0 0 145 164 168 209 0
 Base Vol: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 265 0 105 0 0 0 0 0 0 151 171 175 218 0
 User Adj: 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
 PHF Volume: 265 0 105 0 0 0 0 0 0 151 171 175 218 0
 Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 265 0 105 0 0 0 0 0 0 151 171 175 218 0
 PCF Adj: 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
 MLP Adj: 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
 Final Vol.: 265 0 105 0 0 0 0 0 0 151 171 175 218 0

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Sat/Lane: 0.71 1.00 0.79 1.00 1.00 1.00 1.00 0.93 0.79 0.88 0.93 1.00
 Adjustment: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00
 Lanes: 1353 0 1495 0 0 0 0 1759 1495 1671 1759 0
 Final Sat.: 1353 0 1495 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:
 Vol/Sat: 0.20 0.00 0.07 0.00 0.00 0.00 0.00 0.09 0.11 0.10 0.12 0.00
 Crit Movers: ****
 Green/Cycle: 0.30 0.00 0.47 0.00 0.00 0.00 0.00 0.23 0.23 0.16 0.40 0.00
 Volume/Cap: 0.65 0.00 0.15 0.00 0.00 0.00 0.00 0.37 0.49 0.65 0.31 0.00
 Delay/Veh: 12.6 0.0 4.7 0.0 0.0 0.0 0.0 10.2 11.0 17.0 6.5 0.0
 User Delay: 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: 12.6 0.0 4.7 0.0 0.0 0.0 0.0 10.2 11.0 17.0 6.5 0.0
 HCMKavg: 4 0 1 0 0 0 0 2 2 3 2 0

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
Ione Casino
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.5
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: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5

Lanes: 1 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0
Volume Module: |-----|-----|-----|-----|

Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 113 164 84 21 149 15 19 22 66 96 50 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: 113 164 84 21 149 15 19 22 66 96 50 20

Reduced Vol: 0 0 0 0 0 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
Final Vol.: 113 164 84 21 149 15 19 22 66 96 50 20

Saturation Flow Module: |-----|-----|-----|-----|
Sat/Lanes: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.61 0.89 0.88 0.88 0.88 0.85 0.85 0.85 0.76 0.91 0.91 0.91
Lanes: 1.00 0.66 0.34 0.11 0.81 0.08 0.18 0.20 0.62 1.00 0.72 0.28
Final Sat.: 1168 1126 574 188 1347 132 283 331 992 1447 1240 491

Capacity Analysis Module: |-----|-----|-----|-----|
Vol/Sat: 0.10 0.15 0.15 0.11 0.11 0.11 0.07 0.07 0.07 0.07 0.04 0.04
Critic Moves: *****

Green/Cycle: 0.39 0.39 0.39 0.39 0.39 0.28 0.28 0.28 0.28 0.28 0.28 0.28
Volume/Cap: 0.25 0.37 0.37 0.29 0.29 0.24 0.24 0.24 0.24 0.15 0.15 0.15
Delay/Veh: 4.0 4.3 4.3 4.0 4.0 5.3 5.3 5.3 5.3 5.0 5.0 5.0
User Delay: 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: 4.0 4.3 4.3 4.0 4.0 5.3 5.3 5.3 5.3 5.0 5.0 5.0
HCM2kAvq: 1 1 1 1 1 1 1 1 1 1 0 0

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
Ione Casino
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)
Intersection #29 SR-88 / SR-12 (North)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 33 Level Of Service: 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: 5 5 5 5 5 3 7 7 3 7 7 7

Lanes: 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 1 0
Volume Module: |-----|-----|-----|-----|

Base Vol: 0 0 0 56 0 354 346 237 0 0 255 60
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 0 0 0 58 0 370 361 248 0 0 266 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 58 0 370 361 248 0 0 266 63

Reduced Vol: 0 0 0 0 0 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
Final Vol.: 0 0 0 58 0 370 361 248 0 0 266 63

Saturation Flow Module: |-----|-----|-----|-----|
Sat/Lanes: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.81 0.19
Final Sat.: 0 0 0 1408 0 1495 1736 1828 0 0 1441 339

Capacity Analysis Module: |-----|-----|-----|-----|
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.25 0.21 0.14 0.00 0.00 0.18 0.18
Critic Moves: *****

Green/Cycle: 0.00 0.00 0.00 0.15 0.00 0.46 0.30 0.58 0.00 0.00 0.27 0.27
Volume/Cap: 0.00 0.00 0.00 0.27 0.00 0.54 0.68 0.24 0.00 0.00 0.68 0.68
Delay/Veh: 0.0 0.0 0.0 13.0 0.0 7.4 13.7 3.6 0.0 0.0 14.8 14.8
User Delay: 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 13.0 0.0 7.4 13.7 3.6 0.0 0.0 14.8 14.8
HCM2kAvq: 0 0 0 1 0 4 5 1 0 0 5 5

Ione Casino
Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)
Intersection #30 SR-88 / SR-12 (South)
Cycle (sec): 0 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 42 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

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: 3 7 7 7 7 7 7 7

Lanes: 1 0 0 1 0 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module: 15 536 1 3 400 235 271 1 24 1 0 3

Base Vol: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Growth Adj: 16 560 1 3 418 245 283 1 25 1 0 3

Initial Bse: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 16 560 3 418 245 283 1 25 1 0 3

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 16 560 1 3 418 245 283 1 25 1 0 3

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MFR Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 16 560 1 3 418 245 283 1 25 1 0 3

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Sat/Lane: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.82 0.82 0.85 1.00 0.85

Adjustment: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.96 0.25 0.75

Lanes: 1805 1896 4 1702 1792 1523 1736 63 1502 406 0 1218

Final Sat: 1702 1792 1523 1736 63 1502 406 0 1218

Capacity Analysis Module: 0.01 0.30 0.30 0.00 0.23 0.16 0.16 0.02 0.02 0.00 0.00 0.00

Vol/Sat: 0.01 0.30 0.30 0.00 0.23 0.16 0.16 0.02 0.02 0.00 0.00 0.00

Crit Moves: 0.07 0.31 0.31 0.07 0.31 0.48 0.17 0.17 0.17 0.17 0.00 0.17

Green/Cycle: 0.12 0.96 0.96 0.03 0.76 0.34 0.96 0.10 0.10 0.02 0.00 0.02

Volume/Cap: 18.7 42.3 42.3 18.2 19.3 7.1 59.4 14.9 14.9 14.6 0.0 14.6

Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User DelAdj: 18.7 42.3 42.3 18.2 19.3 7.1 59.4 14.9 14.9 14.6 0.0 14.6

AdjDel/Veh: 0 14 5 0 7 2 9 0 0 0 0 0

HCM2KbV9: 0 14 5 0 7 2 9 0 0 0 0 0

Ione Casino
Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)
Intersection #31 SR-88 / Kettleman
Cycle (sec): 55 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.3
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: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 3 7 7 7 7 7 7 7

Lanes: 1 0 0 1 0 1 0 1 0 0 1 0 0 0 1 0 0

Volume Module: 22 403 4 5 328 78 155 38 20 9 48 3

Base Vol: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Growth Adj: 23 421 4 5 343 81 162 40 21 9 50 3

Initial Bse: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 23 421 4 5 343 81 162 40 21 9 50 3

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 23 421 4 5 343 81 162 40 21 9 50 3

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MFR Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 23 421 4 5 343 81 162 40 21 9 50 3

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Sat/Lane: 0.90 0.94 0.94 0.90 0.92 0.92 0.92 0.92 0.92 0.96 0.96 0.96

Adjustment: 1.00 0.99 0.01 1.00 0.81 0.19 1.00 0.66 0.34 0.15 0.80 0.05

Lanes: 1702 1772 18 1702 1406 334 1753 1146 603 273 1455 91

Final Sat: 1702 1772 18 1702 1406 334 1753 1146 603 273 1455 91

Capacity Analysis Module: 0.01 0.24 0.24 0.00 0.24 0.24 0.09 0.03 0.03 0.03 0.03 0.03

Vol/Sat: 0.01 0.24 0.24 0.00 0.24 0.24 0.09 0.03 0.03 0.03 0.03 0.03

Crit Moves: 0.05 0.44 0.44 0.05 0.44 0.44 0.16 0.16 0.16 0.13 0.13 0.13

Green/Cycle: 0.25 0.55 0.55 0.06 0.56 0.56 0.21 0.21 0.27 0.27 0.27 0.27

Volume/Cap: 26.3 12.3 12.3 24.9 12.6 12.6 23.6 20.2 20.2 22.3 22.3 22.3

Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User DelAdj: 26.3 12.3 12.3 24.9 12.6 12.6 23.6 20.2 20.2 22.3 22.3 22.3

AdjDel/Veh: 1 6 6 0 6 6 4 1 1 1 1 1

HCM2KbV9: 1 6 6 0 6 6 4 1 1 1 1 1

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
 Ione Casino
 PM Peak Hour

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

Intersection #46 SR-16 / Excelsior
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.474
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.7
 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: 5 5 5 5 3 7 7 7
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:

Base Vol:	21	31	26	18	51	66	60	247	51	19	326	7
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	22	32	27	19	53	69	63	258	53	20	341	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:	22	32	27	19	53	69	63	258	53	20	341	7
Reduced Vol:	0	0	0	0	0	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
Final Vol.:	22	32	27	19	53	69	63	258	53	20	341	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.88	0.88	0.88	0.90	0.92	0.92	0.90	0.94	0.94
Lanes:	0.27	0.40	0.33	0.13	0.49	1.00	0.83	0.17	1.00	0.98	0.02	0.02
Final Sat.:	435	643	539	222	628	813	1702	1446	299	1702	1749	38

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.04	0.18	0.18	0.01	0.19	0.19
Crit Moves:	0.19	0.19	0.19	0.19	0.19	0.19	0.11	0.34	0.34	0.14	0.37	0.37
Green/Cycle:	0.27	0.27	0.27	0.46	0.46	0.46	0.33	0.53	0.53	0.08	0.53	0.53
Delay/Veh:	9.9	9.9	9.9	10.9	10.9	10.9	12.1	8.1	8.1	10.1	7.4	7.4
User Delay:	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	9.9	9.9	10.9	10.9	10.9	12.1	8.1	8.1	10.1	7.4	7.4
HC2K9V9:	1	1	1	2	2	2	1	3	3	0	3	3

APPENDIX E

Intersection Operations Calculations 2009 (No Project) Condition

 Ione Casino
 Existing Plus Approved Projects (2009) Saturday
 PM Peak Hour

Scenario Report
 2009 Ex + Ap Saturday

Command: 2009 Ex + Ap + Project Saturday
 Volume: 2009 Ex + Ap Saturday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: Existing
 Trip Distribution: Existing
 Paths: 2006 (Meador Bypass)
 Routes: Existing
 Configuration: Existing

 Ione Casino
 Existing Plus Approved Projects (2009) Saturday
 PM Peak Hour

Turning Movement Report
 Existing

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#1 Latrobe / Old Sacramento									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#6 SR-49 / Miller Way									
Base	14	179	0	0	111	5	1	0	329
Added	0	0	0	0	0	0	0	0	0
Total	14	179	0	0	111	5	1	0	329
#7 SR-49 / Main-Fiddletown									
Base	43	109	128	14	91	17	19	42	778
Added	0	0	0	0	0	0	0	0	0
Total	43	109	128	14	91	17	19	42	778
#8 SR-49 / Poplar									
Base	30	334	0	0	348	5	6	0	760
Added	0	0	0	0	0	0	0	0	0
Total	30	334	0	0	348	5	6	0	760
#9 SR-49 / Empire									
Base	59	330	3	1	383	11	21	0	1008
Added	0	0	0	0	0	0	0	0	0
Total	59	330	3	1	383	11	21	0	1008

Ione Casino
Existing Plus Approved Projects (2009) Saturday

Volume Type	PM Peak Hour			Saturday		
	Northbound	Southbound	Westbound	Eastbound	Westbound	Total
	Left	Thru	Right	Left	Thru	Right
#10 SR-49 / SR-16						
Base	0	0	0	0	0	0
Added	289	0	115	0	165	191
Total	289	0	115	0	165	191
#11 SR-49 / Main (Drytown)						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#12 SR-49 / Water-Amador Creek						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#13 SR-49 / Gopher Flat						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#14 SR-49 / Eureka						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#15 SR-49 / Church						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#17 SR-49 / Jackson Gate-Ione Martell						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#18 SR-49 / SR-88 (North)						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0

Ione Casino
Existing Plus Approved Projects (2009) Saturday

Volume Type	PM Peak Hour			Saturday		
	Northbound	Southbound	Westbound	Eastbound	Westbound	Total
	Left	Thru	Right	Left	Thru	Right
#19 SR-49 / Sutter						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#20 SR-49 / Hoffman						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#21 SR-49 / Main (Jackson)						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#22 SR-49 / SR-88 (South)						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0
#23 SR-16 / SR-124						
Base	11	0	63	0	0	293
Added	0	0	0	0	0	0
Total	11	0	63	0	0	293
#24 SR-16 / Latrobe (Amador)						
Base	0	0	0	74	0	5
Added	0	0	0	0	0	0
Total	0	0	0	74	0	5
#25 SR-104 (Preston) / SR-124 (North)						
Base	123	179	91	23	163	16
Added	0	0	0	0	0	0
Total	123	179	91	23	163	16
#26 SR-104 (Main) / SR-124 (Church)						
Base	117	7	13	2	3	9
Added	0	0	0	0	0	0
Total	117	7	13	2	3	9
#27 SR-104 / SR-88						
Base	0	0	0	0	0	0
Added	0	0	0	0	0	0
Total	0	0	0	0	0	0

Existing Plus Approved Projects (2009) Saturday													
Ione Casino													
PM Peak Hour													
Volume Type	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#28 SR-88 / SR-124													
Base	0	0	0	2	0	117	89	299	0	0	348	2	857
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	117	89	299	0	0	348	2	857
#29 SR-88 / SR-12 (North)													
Base	0	0	0	64	0	403	394	270	0	0	291	68	1490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	64	0	403	394	270	0	0	291	68	1490
#30 SR-88 / SR-12 (South)													
Base	17	611	1	3	456	268	309	1	27	1	0	3	1698
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	611	1	3	456	268	309	1	27	1	0	3	1698
#31 SR-88 / Kettleman													
Base	25	459	5	6	374	89	177	43	23	10	55	3	1268
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	459	5	6	374	89	177	43	23	10	55	3	1268
#32 SR-12 / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#33 SR-12 / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#34 Kettleman / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#35 Kettleman / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#36 SR-49 / Pleasant Valley													
Base	147	0	198	0	0	0	0	258	136	157	219	0	1114
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	147	0	198	0	0	0	0	258	136	157	219	0	1114

Existing Plus Approved Projects (2009) Saturday													
Ione Casino													
PM Peak Hour													
Volume Type	Northbound			Southbound			Eastbound			Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#37 SR-16 / Ione													
Base	75	0	5	0	0	0	0	248	96	3	301	0	728
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	0	5	0	0	0	0	248	96	3	301	0	728
#38 SR-16 / Murietta South Pkwy													
Base	0	1	0	3	0	81	129	342	1	0	379	18	955
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	3	0	81	129	342	1	0	379	18	955
#39 SR-16 / Murietta Pkwy													
Base	91	115	44	30	111	130	158	366	85	40	392	25	1587
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	115	44	30	111	130	158	366	85	40	392	25	1587
#40 SR-16 / Stone House													
Base	0	0	0	55	0	7	6	557	0	0	566	38	1228
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	55	0	7	6	557	0	0	566	38	1228
#41 SR-16 / Latrobe (Sbc)													
Base	8	0	1	1	0	15	13	581	5	3	587	3	1217
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	1	1	0	15	13	581	5	3	587	3	1217
#42 SR-16 / Dillard													
Base	91	0	58	0	0	0	0	521	89	64	531	0	1354
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	91	0	58	0	0	0	0	521	89	64	531	0	1354
#43 SR-16 / Sloughhouse													
Base	0	0	40	0	0	0	0	681	3	33	656	0	1414
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	40	0	0	0	0	681	3	33	656	0	1414
#44 SR-16 / Grant Line													
Base	1	112	34	31	89	41	21	528	3	57	530	44	1490
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	112	34	31	89	41	21	528	3	57	530	44	1490
#45 SR-16 / Sunrise													
Base	7	214	36	255	275	68	59	268	10	35	332	228	1788
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	214	36	255	275	68	59	268	10	35	332	228	1788

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	14	179	0	0	111	5	1	0	21	0	0	0
7 SR-49 / Main-	43	109	128	14	91	17	19	42	33	177	89	16
8 SR-49 / Popla	30	334	0	0	348	5	6	0	39	0	0	0
9 SR-49 / Empir	59	330	3	1	383	11	21	0	194	3	2	0
10 SR-49 / SR-16	289	0	115	0	0	0	0	0	165	187	191	238
23 SR-16 / SR-12	11	0	63	0	0	0	0	0	293	18	43	481
24 SR-16 / Latro	0	0	0	74	0	5	5	240	0	0	317	131
25 SR-104 (Prest)	123	179	91	23	163	16	21	24	72	105	55	22
26 SR-104 (Main)	117	7	13	2	3	9	3	175	162	16	214	1
28 SR-88 / SR-12	0	0	0	2	0	117	89	299	0	0	348	2

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Volume Type	Northbound			Eastbound			Westbound			Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
#46 SR-16 / Excelsior	24	35	30	21	58	75	68	281	58	22	371	8	1052
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	24	35	30	21	58	75	68	281	58	22	371	8	1052
Total	24	35	30	21	58	75	68	281	58	22	371	8	1052
#47 SR-16 / Bradshaw	57	482	38	174	610	91	111	266	58	47	321	155	2409
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	57	482	38	174	610	91	111	266	58	47	321	155	2409
Total	57	482	38	174	610	91	111	266	58	47	321	155	2409
#101 SR-49 / Project Access	0	360	0	0	532	0	0	0	0	0	0	0	892
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	360	0	0	532	0	0	0	0	0	0	0	892
Total	0	360	0	0	532	0	0	0	0	0	0	0	892
#174 SR-49 / Project Service Access	0	360	0	0	532	0	0	0	0	0	0	0	892
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	360	0	0	532	0	0	0	0	0	0	0	892
Total	0	360	0	0	532	0	0	0	0	0	0	0	892
#176 Internal Project Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	14	179	0	0	111	5	1	0	21	0	0	0
7 SR-49 / Main-	43	109	128	14	91	17	19	42	33	177	89	16
8 SR-49 / Popla	30	334	0	0	348	5	6	0	39	0	0	0
9 SR-49 / Empir	59	330	3	1	383	11	21	0	194	3	2	0
10 SR-49 / SR-16	289	0	115	0	0	0	0	165	187	191	238	0
23 SR-16 / SR-12	11	0	63	0	0	0	0	293	18	43	481	0
24 SR-16 / Latro	0	0	0	74	0	0	5	240	0	0	317	131
25 SR-104 (Prest)	123	179	91	23	163	16	21	24	72	105	55	22
26 SR-104 (Main)	117	7	13	2	3	9	3	175	162	16	214	1
28 SR-88 / SR-12	0	0	0	2	0	117	89	299	0	0	348	2

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	Del./ LOS A	Veh C	V/C	Del./ LOS A	Veh C	V/C	
# 6 SR-49 / Miller Way	9.0	0.000	A	9.0	0.000	A	+ 0.000 D/V
# 7 SR-49 / Main-Fiddletown	21.8	0.000	C	21.8	0.000	C	+ 0.000 D/V
# 8 SR-49 / Poplar	11.4	0.000	B	11.4	0.000	B	+ 0.000 D/V
# 9 SR-49 / Empire	27.8	0.000	D	27.8	0.000	D	+ 0.000 D/V
# 10 SR-49 / SR-16	63.7	0.000	F	63.7	0.000	F	+ 0.000 D/V
# 23 SR-16 / SR-124	11.7	0.000	B	11.7	0.000	B	+ 0.000 D/V
# 24 SR-16 / Latrobe (Amador)	15.3	0.000	C	15.3	0.000	C	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	54.1	0.000	F	54.1	0.000	F	+ 0.000 D/V
# 26 SR-104 (Main) / SR-124 (Church)	17.6	0.000	C	17.6	0.000	C	+ 0.000 D/V
# 28 SR-88 / SR-124	11.8	0.000	B	11.8	0.000	B	+ 0.000 D/V

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	???	NO
# 7 SR-49 / Main-Fiddletown	???	NO
# 8 SR-49 / Poplar	???	NO
# 9 SR-49 / Empire	???	NO
# 10 SR-49 / SR-16	???	Yes
# 23 SR-16 / SR-124	???	NO
# 24 SR-16 / Latrobe (Amador)	???	NO
# 25 SR-104 (Preston) / SR-124 (North)	???	NO
# 26 SR-104 (Main) / SR-124 (Church)	???	NO
# 28 SR-88 / SR-124	???	NO

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #6 SR-49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach	North Bound	South Bound	East Bound	West Bound
Movement	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1 1 0	0 0 0 0 0
Final Vol.:	15 193	0 0 119	5 1 0 22	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.0	xxxxxx

Approach(eastbound) (lanes=1) (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=0.1)
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: (approach volume=23)
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=356)
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Signal Warrant Report
Intersection #7 SR-49 / Main-Fiddletown
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 1 0 0 1 0 0 1 0 0
Final Vol.: 44 112 130 14 93 17 20 43 34 180 91 16
ApproachDel: xxxxxx xxxxxx 12.2 21.8
Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=96]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=793]
FAIL - Total volume less than 800 for intersection
with four or more approaches.
Approach[westbound] [lanes=1] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=1.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=287]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=793]
FAIL - Total volume less than 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Signal Warrant Report
Intersection #8 SR-49 / Poplar
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0
Final Vol.: 31 354 0 0 368 5 6 0 1 0 0 0 0 0 0 0
ApproachDel: xxxxxx xxxxxx 11.4 xxxxxx
Approach[eastbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=805]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=47]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=805]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Signal Warrant Report
Intersection #9 SR-49 / Empire
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound				
	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled		
Lanes:	0	1	0	0	1	0	0	1	0	0	1	0	0	0
Final Vol.:	65	364	4	1	422	13	23	0	214	4	3	0	0	0
ApproachDel:	xxxxxx			xxxxxx			14.4							27.8

Approach[eastbound] (lanes=2) [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.9]
Signal Warrant Rule #2: [approach volume=236]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1112]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound] (lanes=1) [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1112]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Signal Warrant Report
Intersection #10 SR-49 / SR-16
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound					
	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled			
Lanes:	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0
Final Vol.:	298	0	119	0	0	0	0	0	0	0	170	192	197	245	0
ApproachDel:	63.7			xxxxxx			xxxxxx			xxxxxx					xxxxxx

Approach[northbound] (lanes=2) [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=7.4]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=417]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1222]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound] (lanes=2) [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=7.4]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=417]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1222]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Existing Plus Approved Projects (2009) Saturday PM Peak Hour Ione Casino

Signal Warrant Report
Intersection #23 SR-16 / SR-124
Future Volume Alternative: Peak Hour Warrant NOT Met
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 Uncontrolled Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0
Final Vol.: 12 0 58 0 0 0 0 0 0 317 20 47 520 0
ApproachDel: 11.7 xxxxxx xxxxxx

Approach(northbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=80]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=984]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Existing Plus Approved Projects (2009) Saturday PM Peak Hour Ione Casino

Signal Warrant Report
Intersection #24 SR-16 / latrobe (Amador)
Future Volume Alternative: Peak Hour Warrant NOT Met
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 Uncontrolled Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0
Final Vol.: 0 0 0 0 0 78 0 5 0 1 0 0 0 0 0 1 0
ApproachDel: xxxxxx xxxxxx 15.3 xxxxxx

Approach(southbound) [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=815]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Existing Plus Approved Projects (2009) Saturday
Ione Casino
PM Peak Hour

Signal Warrant Report
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0
Final Vol.:	137 199 102	25 181 18	23 27 80	117 61 24
Approach Del.:	xxxxxx	xxxxxx	xxxxxx	54.1

Approach Del.: 16.6

Approach[eastbound][lanes=1][control=stop]
 Signal Warrant Rule #1: [vehicle-hours=0.6]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=129]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=994]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=stop]
 Signal Warrant Rule #1: [vehicle-hours=3.0]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=202]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=994]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Existing Plus Approved Projects (2009) Saturday
Ione Casino
PM Peak Hour

Signal Warrant Report
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0
Final Vol.:	129 7 14	2 4 10	4 192 177	17 235 1
Approach Del.:	17.6	11.5	xxxxxx	xxxxxx

Approach Del.: 11.5

Approach[northbound][lanes=1][control=stop]
 Signal Warrant Rule #1: [vehicle-hours=0.7]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=150]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=793]
 FAIL - Total volume less than 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=stop]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=16]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=793]
 FAIL - Total volume less than 800 for intersection with four or more approaches.

Existing Plus Approved Projects (2009) Saturday
Ione Casino
PM Peak Hour

Signal Warrant Report
Intersection #28 SR-88 / SR-124
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Stop Sign Uncontrolled Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0
ApproachDel: xxxxxx 11.8 xxxxxx
Approach(southbound) {lanes=2} {control=Stop}
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=128]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=916]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Projects (2009) Saturday
Ione Casino
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection # SR-49 / Miller Way
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A [9.0]
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 12 157 0 0 97 4 1 0 18 0 0 0
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 14 179 0 0 111 5 1 0 21 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 179 0 0 111 5 1 0 21 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 15 193 0 0 119 5 1 0 22 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 15 193 0 0 119 5 1 0 22 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 124 xxxxx xxxxx xxxxx xxxxx 345 xxxxx 122 xxxxx xxxxx xxxxx
Potent Cap.: 1426 xxxxx xxxxx xxxxx xxxxx 656 xxxxx 935 xxxxx xxxxx xxxxx
Move Cap.: 1426 xxxxx xxxxx xxxxx xxxxx 651 xxxxx 935 xxxxx xxxxx xxxxx
Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx 0.02 xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 914 xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx 9.0
ApproachLOS: A

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #7 SR-49 / Main-Fiddletown

Average Delay (sec/veh): 9.5 Worst Case Level Of Service: C (21.8)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 38 96 112 12 80 15 17 37 29 155 78 14
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 43 109 128 14 91 17 19 42 33 177 89 16
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 43 109 128 14 91 17 19 42 33 177 89 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 44 112 130 14 93 17 20 43 34 180 91 16
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 44 112 130 14 93 17 20 43 34 180 91 16

Critical Gap Module:
Critical Gap: 4.2 xxx xxxxxx 4.2 xxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxx xxxxxx 2.3 xxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 110 xxx xxxxxx 242 xxx xxxxxx 448 459 102 433 403 177
Potential Cap: 1443 xxx xxxxxx 1290 xxx xxxxxx 525 501 959 537 539 872
Move Cap: 1443 xxx xxxxxx 1290 xxx xxxxxx 432 480 959 467 517 872
Volume/Cap: 0.03 xxx xxxxxx 0.01 xxx xxxxxx 0.05 0.09 0.04 0.39 0.18 0.02

Level Of Service Module:
Queue: 0.1 xxx xxxxxx 0.0 xxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxxxx
Stopped Del: 7.6 xxx xxxxxx 7.8 xxx xxxxxx xxxxxx xxxxxx 8.9 xxxxxx xxxxxx xxxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #8 SR-49 / Poplar

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B (11.4)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 26 293 0 0 305 4 5 0 34 0 0 0
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 30 334 0 0 348 5 6 0 39 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 334 0 0 348 5 6 0 39 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 31 354 0 0 368 5 6 0 41 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 31 354 0 0 368 5 6 0 41 0 0 0

Critical Gap Module:
Critical Gap: 4.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 xxxxxx 6.2 xxxxxx xxxxxx xxxxxx
FollowUpTim: 2.3 xxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 xxxxxx 3.3 xxxxxx xxxxxx xxxxxx

Capacity Module:
Conflict Vol: 373 xxx xxxxxx xxxxxx xxxxxx xxxxxx 787 xxxxxx 371 xxxxxx xxxxxx xxxxxx
Potential Cap: 1153 xxx xxxxxx xxxxxx xxxxxx xxxxxx 363 xxxxxx 680 xxxxxx xxxxxx xxxxxx
Move Cap: 1153 xxx xxxxxx xxxxxx xxxxxx xxxxxx 356 xxxxxx 680 xxxxxx xxxxxx xxxxxx
Volume/Cap: 0.03 xxx xxxxxx xxxxxx xxxxxx xxxxxx 0.02 xxxxxx 0.06 xxxxxx xxxxxx xxxxxx

Level Of Service Module:
Queue: 0.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: 8.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #23 SR-16 / SR-124

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: B [11.7]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Rights:	Channel	Include	Channel	Include
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: 10 0 55 0 0
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 11 0 63 0 0
Added Vol: 0 0 0 0 0
PasserByVol: 0 0 0 0 0
Initial Fut: 11 0 63 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 12 0 68 0 0
Reduct Vol: 0 0 0 0 0
Final Vol.: 12 0 68 0 0

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.3 xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx
Capacity Module:
Conflict Vol: 931 xxxxx 317 xxxxx xxxxx xxxxx xxxxx 317 xxxxx xxxxx
Potent Cap.: 293 xxxxx 717 xxxxx xxxxx xxxxx xxxxx 1210 xxxxx xxxxx
Move Cap.: 0.04 xxxxx 0.09 xxxxx xxxxx xxxxx xxxxx 0.04 xxxxx xxxxx
Volume/Cap: 0.04 xxxxx 0.09 xxxxx xxxxx xxxxx xxxxx 0.04 xxxxx xxxxx

Level Of Service Module:
Queue: 0.1 xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx
Stopped Del: 18.3 xxxxx 10.5 xxxxx xxxxx xxxxx xxxxx xxxxx 8.1 xxxxx xxxxx
LOS by Move: C * B * A * A * A * A * A *
Movement: L - T - R - RT L - T - R - RT L - T - R - RT L - T - R - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: 11.7
ApproachLOS: B

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #24 SR-16 / Iatrobe (Amador)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C [15.3]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 0 0 0 65 0 4
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 0 0 0 74 0 5
Added Vol: 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0
Initial Fut: 0 0 0 74 0 5
User Adj: 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
PHF Volume: 0 0 0 78 0 5
Reduct Vol: 0 0 0 0 0 0
Final Vol.: 0 0 0 78 0 5

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 668 xxxxx 404 473 xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 427 xxxxx 651 1083 xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 425 xxxxx 651 1083 xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.18 xxxxx 0.01 0.00 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.3 xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * A * A * A *
Movement: L - T - R - RT L - T - R - RT L - T - R - RT L - T - R - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx 434 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx 0.7 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx 15.3 xxxxx 8.3 xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * C * A * A *
ApproachDel: xxxxxx 15.3
ApproachLOS: C

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)

Average Delay (sec/veh): 14.4 Worst Case Level Of Service: F [54.1]

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

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

Volume Module: Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 123 179 91 23 163 16 21 24 72 105 55 22
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 123 179 91 23 163 16 21 24 72 105 55 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 137 199 102 25 181 18 23 27 80 117 61 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 137 199 102 25 181 18 23 27 80 117 61 24
Critical Gap Module: Critical Gap: 4.2 xxx xxxxxx 4.2 xxx xxxxxx 7.1 6.5 6.2 7.2 6.6 6.3
FollowUpPrim: 2.3 xxx xxxxxx 2.3 xxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module: Cnflict Vol: 199 xxx xxxxxx 301 xxx xxxxxx 808 816 190 818 774 250
Potent Cap: 1350 xxx xxxxxx 1238 xxx xxxxxx 302 314 857 291 326 781
Move Cap: 1350 xxx xxxxxx 1238 xxx xxxxxx 221 273 857 221 284 781
Volume/Cap: 0.10 xxx xxxxx 0.02 xxx xxxxx 0.10 0.10 0.09 0.53 0.21 0.03

Level of Service Module: Queue: 0.3 xxx xxxxxx 0.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: 8.0 xxx xxxxxx 8.0 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxx xxx xxxxxx xxx xxx xxxxxx xxx 440 xxx xxx 260 xxxxxx
SharedQueue: xxx xxx xxxxxx xxx xxx xxxxxx 1.2 xxx xxxxxx 5.8 xxxxxx
Shrd StpDel: xxx xxx xxxxxx xxx xxx xxxxxx xxxxxx 16.6 xxxxxx 54.1 xxxxxx
Shared LOS: * * * * * C * * * * * C * * * * * F * * * * *
ApproachDel: xxxxxx * * * * * xxxxxx * * * * * 16.6 * * * * * 54.1 * * * * *
ApproachLOS: * * * * * C * * * * * C

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C [17.6]

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

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

Volume Module: Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 117 7 13 2 3 9 3 175 162 16 214 1
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 117 7 13 2 3 9 3 175 162 16 214 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 129 7 14 2 4 10 4 192 177 17 235 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 129 7 14 2 4 10 4 192 177 17 235 1
Critical Gap Module: Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxx xxxxxx 4.2 xxx xxxxxx
FollowUpPrim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxx xxxxxx 2.3 xxx xxxxxx

Capacity Module: Cnflict Vol: 566 560 281 570 648 236 236 xxx xxxxxx 370 xxx xxxxxx
Potent Cap: 430 433 751 428 385 786 1308 xxx xxxxxx 1167 xxx xxxxxx
Move Cap: 416 425 751 409 379 786 1308 xxx xxxxxx 1167 xxx xxxxxx
Volume/Cap: 0.31 0.02 0.02 0.01 0.01 0.01 0.00 xxx xxx 0.01 xxx xxx

Level of Service Module: Queue: xxx xxx xxxxxx xxxxxx xxx xxxxxx 0.0 xxx xxxxxx 0.0 xxx xxxxxx
Stopped Del: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 8.1 xxx xxxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxx 434 xxxxxx xxx 569 xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
SharedQueue: xxx 1.5 xxxxxx xxx 0.1 xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
Shrd StpDel: xxx 17.6 xxxxxx xxx 11.5 xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
Shared LOS: * * * * * C * * * * * B * * * * * * * * * *
ApproachDel: 17.6 * * * * * 11.5 * * * * * xxxxxx * * * * *
ApproachLOS: * * * * * C * * * * * C

 Ione Casino
 Existing Plus Approved Projects (2009) Saturday
 PM Peak Hour

 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B (11.8)

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

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

Volume Module:
 Base Vol: 0 0 0 2 0 103 78 262 0 0 305 2
 Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Bse: 0 0 0 2 0 117 89 299 0 0 348 2
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 2 0 117 89 299 0 0 348 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 PHF Volume: 0 0 0 2 0 126 95 319 0 0 372 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 2 0 126 95 319 0 0 372 2

Critical Gap Module:
 Critical Gp:xxxx xxxxx 6.5 xxxx 6.3 4.2 xxxxx xxxxxx xxxxx xxxxx xxxxx
 FollowUpTim:xxxx xxxxx 3.6 xxxx 3.4 2.3 xxxxx xxxxxx xxxxx xxxxx xxxxx

Capacity Module:
 Conflict Vol: xxx xxxxx xxxxx 882 xxxxx 373 374 xxxxx xxxxx xxxxx xxxxx xxxxx
 Potential Cap.: xxx xxxxx xxxxx 389 xxxxx 660 1157 xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap.: xxx xxxxx xxxxx 290 xxxxx 860 1157 xxxxx xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: xxx xxxxx xxxxx 0.01 xxxxx 0.19 0.08 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
 Queue: xxxxx xxxxx xxxxx 0.0 xxxxx 0.7 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del:xxxx xxxxx xxxxx 17.5 xxxxx 11.7 8.4 xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * * C * * * * * B * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue:xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel:xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: xxxxxx
 ApproachLOS: 11.8 B xxxxxx

 Ione Casino
 Existing Plus Approved Projects (2009) Friday
 PM Peak Hour

 Ione Casino
 Existing Plus Approved Projects (2009) Friday
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #28 SR-88 / SR-124
 Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B (11.5)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Average Delay (sec/veh): 5.7 Worst Case Level Of Service: C (20.8)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

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

Volume Module:
 Base Vol: 0 0 0 3 0 137 127 371 0 0 271 2
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 0 0 0 3 0 153 142 414 0 0 302 2
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 3 0 153 142 414 0 0 302 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 3 0 153 142 414 0 0 302 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 3 0 153 142 414 0 0 302 2

Volume Module:
 Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 186 7 12 2 8 17 35 195 236 3 145 3
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 186 7 12 2 8 17 35 195 236 3 145 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
 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: 186 7 12 2 8 17 35 195 236 3 145 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 186 7 12 2 8 17 35 195 236 3 145 3

Critical Gap Module:
 Critical Gap:xxxxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx
 Followupprim:xxxxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx

Critical Gap Module:
 Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
 Followupprim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
 Conflict Vol: xxxxx xxxxx 1000 xxxxx 303 304 xxxxx xxxxx xxxxx xxxxx
 Potent Cap.: xxxxx xxxxx 263 xxxxx 723 1229 xxxxx xxxxx xxxxx xxxxx
 Move Cap.: xxxxx xxxxx 239 xxxxx 723 1229 xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: xxxxx xxxxx 0.01 xxxxx 0.21 0.12 xxxxx xxxxx xxxxx xxxxx

Capacity Module:
 Conflict Vol: 548 537 313 545 654 147 148 xxxxx xxxxx 431 xxxxx xxxxx
 Potent Cap.: 443 446 720 444 382 893 1409 xxxxx xxxxx 1107 xxxxx xxxxx
 Move Cap.: 418 433 720 423 372 893 1409 xxxxx xxxxx 1107 xxxxx xxxxx
 Volume/Cap: 0.45 0.02 0.02 0.01 0.02 0.02 0.02 xxxxx xxxxx 0.00 xxxxx xxxxx

Level Of Service Module:
 Queue: xxxxx xxxxx xxxxx 0.0 xxxxx 0.8 0.4 xxxxx xxxxx xxxxx xxxxx
 Stopped Del:xxxxx 20.2 xxxxx 11.3 8.3 xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * * C * * * * * A * * * * *

Level Of Service Module:
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 7.6 xxxxx xxxxx 8.3 xxxxx xxxxx
 Stopped Del:xxxxx xxxxx xxxxx xxxxx xxxxx A * * * * * A * * * * *
 LOS by Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx 429 xxxxx xxxxx 594 xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue:xxxxx 2.5 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd Stppl:xxxxx 20.8 xxxxx xxxxx 11.3 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * C * * * * * B * * * * * B * * * * *
 ApproachDel: 20.8 * * * * * 11.5 * * * * * xxxxxx * * * * *
 ApproachLOS: C * * * * * B * * * * * xxxxxx * * * * *

Ione Casino
Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Projects (2009) Friday
PM Peak Hour

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

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

Intersection #36 SR-49 / Pleasant Valley
Cycle (sec): 100 Critical Vol./Cap. (X): 0.942
Loss Time (sec): 0 (V+R = 4 sec) Average Delay (sec/veh): 27.6
Optimal Cycle: 0 Level Of Service: D

Intersection #31 SR-88 / Kettleman
Cycle (sec): 0 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 56 Level Of Service: C

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

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

Volume Module:
Base Vol: 99 0 159 0 0 0 385 179 207 242 0
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 110 0 177 0 0 0 429 200 231 270 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 0 177 0 0 0 429 200 231 270 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
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: 110 0 177 0 0 0 429 200 231 270 0
Reduced Vol: 0 0 0 0 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 110 0 177 0 0 0 429 200 231 270 0

Volume Module:
Base Vol: 17 532 15 5 338 77 212 80 25 13 59 6
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 19 593 17 6 377 86 236 89 28 14 66 7
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 19 593 17 6 377 86 236 89 28 14 66 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
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: 19 593 17 6 377 86 236 89 28 14 66 7
Reduced Vol: 0 0 0 0 0 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 19 593 17 6 377 86 236 89 28 14 66 7

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
Lanes: 0.38 0.00 0.62 0.00 0.00 0.00 0.00 0.68 0.32 1.00 1.00 0.00
Final Sat.: 217 0 349 0 0 0 456 212 531 573 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
Lanes: 0.90 0.92 0.92 0.93 0.93 0.93 0.93 0.95 0.95 0.95 0.95
Final Sat.: 1702 1736 49 1702 1418 323 1181 446 139 302 1370 139

Capacity Analysis Module:
Vol/Sat: 0.51 xxxxx 0.51 xxxxx xxxxx xxxxx 0.94 0.94 0.43 0.47 xxxxx
Exit Moves: ****
Delay/Veh: 15.1 0.0 15.1 0.0 0.0 0.0 0.0 44.2 44.2 14.2 14.0 0.0
AdjDel/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
LOS by Move: C * C * * * * * E E B B *
ApproachDel: 15.1 xxxxxx 44.2 14.1
Delay Adj: 1.00 xxxxx 1.00
ApprAdjDel: 15.1 xxxxxx 44.2
LOS by Appr: C * * * * * E

Capacity Analysis Module:
Vol/Sat: 0.01 0.34 0.34 0.00 0.27 0.27 0.20 0.20 0.20 0.05 0.05 0.05
Exit Moves: ****
Green/Cycle: 0.05 0.38 0.38 0.05 0.38 0.38 0.22 0.22 0.22 0.13 0.13 0.13
Volume/Cap: 0.21 0.89 0.89 0.06 0.69 0.69 0.89 0.89 0.89 0.38 0.38 0.38
Delay/Veh: 26.5 30.2 30.2 25.4 17.7 17.7 42.7 42.7 42.7 23.6 23.6 23.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 26.5 30.2 30.2 25.4 17.7 17.7 42.7 42.7 42.7 23.6 23.6 23.6
HCM2AVG: 1 14 13 0 8 8 10 10 10 2 2

Existing Plus Approved Projects (2009) Friday PM Peak Hour

Existing Plus Approved Projects (2009) Friday PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #17 SR-16 / Ione
 Average Delay (sec/veh): 1.1 Worst Case Level of Service: C (16.6)
 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 Uncontrolled Uncontrolled
 Rights: Include Include
 Lanes: 1 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0
 Volume Module:
 Base Vol: 53 0 1 0 0 0 0 428 129 0 206 0
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 59 0 1 0 0 0 0 477 144 0 230 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 477 144 0 230 0
 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: 59 0 1 0 0 0 0 477 144 0 230 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 59 0 1 0 0 0 0 477 144 0 230 0
 Critical Gap Module:
 Critical Gap: 6.4 xxxxx
 FollowupTim: 3.5 xxxxx
 Capacity Module:
 Conflict Vol: 779 xxxxx
 Potential Cap: 367 xxxxx
 Move Cap: 367 xxxxx
 Volume/Cap: 0.16 xxxxx
 Level of Service Module:
 Queue: 0.6 xxxxx
 Stopped Del: 16.7 xxxxx
 LOS by Move: C * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: 16.6 C
 ApproachLOS: C

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #38 SR-16 / Murietta South Pkwy
 Cycle (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 0.506
 Loss Time (sec): 28 Level of Service: B
 Optimal Cycle: 28
 Approach: North Bound South 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
 Lanes: 5 0 0 5 5 5 5 5 3 7 7 3 7 7
 Volume Module:
 Base Vol: 0 0 1 7 2 84 172 556 0 1 252 8
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 0 0 1 8 2 94 192 620 0 1 281 9
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 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 0 1 8 2 94 192 620 0 1 281 9
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 1 8 2 94 192 620 0 1 281 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
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 0 0 1 8 2 94 192 620 0 1 281 9
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 0.87 0.79 0.79 0.85 0.92 0.97 1.00 0.92 0.97 0.97
 Lanes: 0.00 0.00 1.00 0.78 0.22 1.00 1.00 1.00 0.00 1.00 0.97 0.03
 Final Sat.: 0 0 1644 1164 333 1615 1753 1845 0 1753 1779 56
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.06 0.11 0.34 0.00 0.00 0.16 0.16
 Crit Moves: * * * * *
 Green/Cycle: 0.00 0.00 0.18 0.18 0.18 0.43 0.25 0.39 0.00 0.11 0.25 0.25
 Volume/Cap: 0.00 0.00 0.00 0.04 0.04 0.14 0.44 0.86 0.00 0.01 0.63 0.63
 Delay/Veh: 0.0 0.0 9.5 9.6 9.6 4.9 9.5 17.6 0.0 11.2 12.2 12.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 9.5 9.6 9.6 4.9 9.5 17.6 0.0 11.2 12.2 12.2
 HCM2NAvg: 0 0 0 0 0 1 2 9 0 0 4

Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #40 SR-16 / Stone House
 Average Delay (sec/veh): 2.8 Worst Case Level of Service: F(52.3)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 68 0 4 13 851 0 0 405 37
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 0 0 0 76 0 4 14 949 0 0 452 41
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 76 0 4 14 949 0 0 452 41
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 0 0 0 76 0 4 14 949 0 0 452 41
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 76 0 4 14 949 0 0 452 41
 Critical Gap Module:
 Critical Gap:xxxxx xxxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxx xxxxx xxxxx
 FollowUpTime:xxxxx xxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: xxxxx xxxxxx 1450 xxxxx 472 493 xxxxx xxxxx xxxxx xxxxx xxxxx
 Potent Cap.: xxxxx xxxxxx 146 xxxxx 596 1066 xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap.: xxxxx xxxxxx 144 xxxxx 596 1066 xxxxx xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: xxxxx xxxxx 0.53 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxxx xxxxx xxxxxx 2.6 xxxxx 0.0 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del:xxxxx xxxxx xxxxxx 54.8 xxxxx 11.1 8.4 xxxxx xxxxxx xxxxx xxxxx xxxxx
 LOS by Move: LTR - LTR - RT LTR - LTR - RT LTR - LTR - RT LTR - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Del:xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Approach Del: xxxxxx 52.3
 Approach LOS: xxxxxx F

Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #39 SR-16 / Murietta Pkwy
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.667
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
 Optimal Cycle: 45 Level of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Ovl Ovl Ovl Ovl
 Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0
 Volume Module:
 Base Vol: 68 117 33 33 68 106 187 625 107 27 272 33
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 98 130 37 37 76 118 208 697 119 30 303 37
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 98 130 37 37 76 118 208 697 119 30 303 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 1.00 1.00 1.00 1.00
 PHF Adj: 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: 98 130 37 37 76 118 208 697 119 30 303 37
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 98 130 37 37 76 118 208 697 119 30 303 37
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.85 1.00 0.85 0.85 1.00 0.85 0.82 0.97 0.83 0.82 0.96 0.96
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1619 196
 Capacity Analysis Module:
 Vol/Sat: 0.05 0.07 0.02 0.02 0.04 0.07 0.12 0.38 0.08 0.02 0.19 0.19
 Crit Moves: xxxxx
 Green/Cycle: 0.07 0.16 0.22 0.07 0.16 0.35 0.20 0.44 0.51 0.07 0.31 0.31
 Volume/Cap: 0.82 0.44 0.10 0.31 0.26 0.21 0.60 0.85 0.15 0.26 0.60 0.60
 Delay/Veh: 54.0 18.3 14.1 21.5 17.2 10.3 19.3 19.6 5.9 21.1 14.9 14.9
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 54.0 18.3 14.1 21.5 17.2 10.3 19.3 19.6 5.9 21.1 14.9 14.9
 HCM2kAVg: 4 2 0 1 1 1 4 12 1 1 5 5

Ione Casino
Existing Plus Approved Projects (2009) Friday
PM Peak Hour

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

Intersection #41 SR-16 / Latrobe (SAC)
Average Delay (sec/veh): 0.8 Worst Case Level Of Service: E [38.1]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0
Volume Module:
Base Vol: 5 0 2 5 0 25 32 827 12 2 443 8
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

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

Intersection #42 SR-16 / Dillard
Cycle (sec): 0 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.2
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: Permitted Include Permitted Include
Rights: Include Include Include Include
Lanes: 5 0 1 0 5 0 0 0 0 0 0 0 0 1 0 1 0 0
Volume Module:
Base Vol: 61 0 85 0 0 0 0 743 166 52 382 0
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.79 1.00 0.79 1.00 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00
Lanes: 0.42 0.00 0.58 0.00 0.00 0.00 0.00 0.82 0.18 1.00 1.00 0.00
Final Sat.: 627 0 873 0 0 0 0 1470 328 1753 1845 0

Capacity Analysis Module:
Vol/Sat: 0.11 0.00 0.11 0.00 0.00 0.00 0.00 0.56 0.56 0.03 0.23 0.00
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.00 0.00 0.00 0.00 0.68 0.68 0.05 0.73 0.00
Volume/Cap: 0.83 0.00 0.83 0.00 0.00 0.00 0.00 0.83 0.83 0.69 0.32 0.00
Delay/Veh: 51.4 0.0 51.4 0.0 0.0 0.0 0.0 12.4 12.4 52.0 3.2 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 51.4 0.0 51.4 0.0 0.0 0.0 0.0 12.4 12.4 52.0 3.2 0.0
HCMKAVG: 6 0 6 0 0 0 0 17 17 3 3 0

Existing Plus Approved Projects (2009) Friday PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #44 SR-16 / Grant Line
Average Delay (sec/veh): 1.0 Worst Case Level of Service: C(21.6)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0
Volume Module:
Base Vol: 4 0 52 0 0 0 0 899 8 28 509 0
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Base: 4 0 58 0 0 0 0 1002 9 31 567 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 4 0 58 0 0 0 0 1002 9 31 567 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 Volume: 4 0 58 0 0 0 0 1002 9 31 567 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 4 0 58 0 0 0 0 1002 9 31 567 0
Critical Gap Module:
Critical Gap: 6.4 xxx 6.2 xxx xxx xxx xxx xxx xxx 4.1 xxx xxx
FollowUpTim: 3.5 xxx 3.3 xxx xxx xxx xxx xxx xxx 2.2 xxx xxx
Capacity Module:
Conflict Vol: 1637 xxx 1007 xxx xxx xxx xxx xxx xxx 1011 xxx xxx
Potential Cap.: 112 xxx 295 xxx xxx xxx xxx xxx xxx 682 xxx xxx
Move Cap.: 108 xxx 295 xxx xxx xxx xxx xxx xxx 682 xxx xxx
Volume/Cap: 0.04 xxx 0.20 xxx xxx xxx xxx xxx xxx 0.05 xxx xxx
Level of Service Module:
Queue: 0.1 xxx 0.7 xxx xxx xxx xxx xxx xxx 0.1 xxx xxx
Stopped Del: 39.7 xxx 20.2 xxx xxx xxx xxx xxx xxx 10.5 xxx xxx
LOS by Move: E * C *
Movement: L - T - R - RT L - T - R - RT L - T - R - RT L - T - R - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: *
ApproachDel: 21.6 C *
ApproachLOS: C *

Existing Plus Approved Projects (2009) Friday PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #43 SR-16 / Sloughhouse
Average Delay (sec/veh): 1.0 Worst Case Level of Service: C(21.6)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0
Volume Module:
Base Vol: 4 0 52 0 0 0 0 899 8 28 509 0
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Base: 4 0 58 0 0 0 0 1002 9 31 567 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 4 0 58 0 0 0 0 1002 9 31 567 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 Volume: 4 0 58 0 0 0 0 1002 9 31 567 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 4 0 58 0 0 0 0 1002 9 31 567 0
Critical Gap Module:
Critical Gap: 6.4 xxx 6.2 xxx xxx xxx xxx xxx xxx 4.1 xxx xxx
FollowUpTim: 3.5 xxx 3.3 xxx xxx xxx xxx xxx xxx 2.2 xxx xxx
Capacity Module:
Conflict Vol: 1637 xxx 1007 xxx xxx xxx xxx xxx xxx 1011 xxx xxx
Potential Cap.: 112 xxx 295 xxx xxx xxx xxx xxx xxx 682 xxx xxx
Move Cap.: 108 xxx 295 xxx xxx xxx xxx xxx xxx 682 xxx xxx
Volume/Cap: 0.04 xxx 0.20 xxx xxx xxx xxx xxx xxx 0.05 xxx xxx
Level of Service Module:
Queue: 0.1 xxx 0.7 xxx xxx xxx xxx xxx xxx 0.1 xxx xxx
Stopped Del: 39.7 xxx 20.2 xxx xxx xxx xxx xxx xxx 10.5 xxx xxx
LOS by Move: E * C *
Movement: L - T - R - RT L - T - R - RT L - T - R - RT L - T - R - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: *
ApproachDel: 21.6 C *
ApproachLOS: C *

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior
 Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F [xxxxx]
 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: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 18 43 57 9 130 72 106 538 174 98 291 17
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Base: 20 48 64 10 145 80 118 600 194 109 324 19
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 48 64 10 145 80 118 600 194 109 324 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: 20 48 64 10 145 80 118 600 194 109 324 19
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 20 48 64 10 145 80 118 600 194 109 324 19
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 4.2 4.2 4.2 4.2 4.2
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 2.3 2.3 2.3 2.3 2.3
 Capacity Module:
 Conflict Vol: 1598 1495 697 1541 1583 334 343 333 333 794 333 333
 Move Cap: 87 124 445 95 110 713 1194 1194 1194 810 1194 1194
 Volume/Cap: 0.97 0.97 0.50 0.14 0.24 1.69 0.11 0.10 0.10 0.13 0.13 0.13
 Level of Service Module:
 Queues: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx 0.5 xxxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.3 xxxxx xxxxx 10.1 xxxxx xxxxx
 LOS by Move: * * * * * A * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxx 0 xxxxx xxx 115 xxxxx xxx xxx xxx xxx xxx xxx xxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * F *
 ApproachDel: xxxxxx 561.6
 ApproachLOS: F

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #45 SR-16 / Sunrise
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.881
 Loss Time (sec): 12 (Y-R = 4 sec) Average Delay (sec/veh): 39.2
 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: Include Include Include Include
 Lanes: 3 7 7 3 7 7 3 7 7 3 7 7
 Min. Green: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol: 4 315 55 314 796 113 79 460 21 35 243 165
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Base: 4 351 61 350 887 126 88 513 23 39 271 184
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 4 351 61 350 887 126 88 513 23 39 271 184
 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: 4 351 61 350 887 126 88 513 23 39 271 184
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 4 351 61 350 887 126 88 513 23 39 271 184
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.98 0.98 0.85 0.85 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1582 276 1805 1900 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.22 0.22 0.19 0.47 0.08 0.05 0.29 0.02 0.02 0.15 0.12
 Crit Moves: *
 Green/Cycle: 0.03 0.29 0.29 0.25 0.51 0.60 0.09 0.31 0.34 0.03 0.26 0.51
 Volume/Cap: 0.08 0.77 0.77 0.77 0.91 0.13 0.59 0.91 0.04 0.79 0.59 0.24
 Delay/Veh: 49.4 40.2 40.2 43.5 35.7 9.0 51.5 53.3 22.6 105.7 35.7 14.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 49.4 40.2 40.2 43.5 35.7 9.0 51.5 53.3 22.6 105.7 35.7 14.4
 HCM2kAVG: 0 14 14 13 30 2 4 20 0 3 8 3

Ione Casino
 Existing Plus Approved Projects (2009) Friday
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #47 SR-16 / Bradshaw
 Critical Vol./Cap. (X): 0.870
 Cycle time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 36.9
 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: Protected Protected Protected Protected
 Rights: Include Ovl Ovl Ovl Ovl
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7
 Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1

Volume Module:

Base Vol:	59	625	41	331	1071	468	257	503	74	53	279	117
Growth Adj:	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Initial Bse:	66	697	46	369	1194	522	287	561	83	59	311	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	697	46	369	1194	522	287	561	83	59	311	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:	66	697	46	369	1194	522	287	561	83	59	311	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	697	46	369	1194	522	287	561	83	59	311	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
Final Vol:	66	697	46	369	1194	522	287	561	83	59	311	130

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.85	0.90	0.94	0.80	0.90	0.94	0.80
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3357	220	1805	3610	1615	1702	1792	1523	1702	1792	1523

Capacity Analysis Module:

Vol/Sat:	0.04	0.21	0.21	0.20	0.33	0.32	0.17	0.31	0.05	0.03	0.17	0.09
Crit Moves:	0.05	0.24	0.24	0.24	0.43	0.62	0.20	0.36	0.41	0.04	0.20	0.44
Volume/Cycle:	0.78	0.87	0.87	0.87	0.78	0.52	0.86	0.87	0.13	0.87	0.86	0.20
Volume/Cap:	79.8	44.3	44.3	44.3	25.9	10.4	55.7	40.5	17.8	111.2	54.2	16.5
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	79.8	44.3	44.3	44.3	25.9	10.4	55.7	40.5	17.8	111.2	54.2	16.5
AdjDel/Veh:	79.8	44.3	44.3	44.3	25.9	10.4	55.7	40.5	17.8	111.2	54.2	16.5
HCM2KAVG:	4	14	14	14	17	9	11	18	2	4	12	2

Ione Casino
 Turning Movement Report

Scenario: 2009 Ex + Ap Friday
 Command: 2009 Ex + Ap Friday
 Volume: 2009 Ex + Ap Friday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: Existing
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#1 Latrobe / Old Sacramento									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0
#6 SR-49 / Miller Way									
Base	30	166	0	0	105	5	3	0	13
Added	0	0	0	0	0	0	0	0	0
Total	30	166	0	0	105	5	3	0	13
#7 SR-49 / Main-Fiddletown									
Base	52	131	255	16	113	19	15	68	48
Added	0	0	0	0	0	0	0	0	0
Total	52	131	255	16	113	19	15	68	48
#8 SR-49 / Poplar									
Base	39	512	0	0	288	7	7	0	43
Added	0	0	0	0	0	0	0	0	0
Total	39	512	0	0	288	7	7	0	43
#9 SR-49 / Empire									
Base	125	509	6	3	351	7	10	1	100
Added	0	0	0	0	0	0	0	0	0
Total	125	509	6	3	351	7	10	1	100

----- Ione Casino
 Existing Plus Approved Projects (2009) Friday

Volume Type	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	

#10 SR-49 / SR-16	0	0	0	0	336	366	160	232	0	1399
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	336	366	160	232	0	1399

#11 SR-49 / Main (Drytown)	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#12 SR-49 / Water-Amador Creek	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#13 SR-49 / Gopher Flat	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#14 SR-49 / Eureka	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#15 SR-49 / Church	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#17 SR-49 / Jackson Gate-Ione Martell	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#18 SR-49 / SR-88 (North)	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

----- Ione Casino
 Existing Plus Approved Projects (2009) Friday

Volume Type	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	

#19 SR-49 / Sutter	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#20 SR-49 / Hoffman	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#21 SR-49 / Main (Jackson)	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#22 SR-49 / SR-88 (South)	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

#23 SR-16 / SR-124	10	0	116	0	0	0	0	590	19	55	400	0	1191
Base	10	0	116	0	0	0	0	590	19	55	400	0	1191
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	0	116	0	0	0	0	590	19	55	400	0	1191

#24 SR-16 / Latrobe (Amador)	0	0	0	144	0	6	5	435	0	0	235	97	921
Base	0	0	0	144	0	6	5	435	0	0	235	97	921
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	144	0	6	5	435	0	0	235	97	921

#25 SR-104 (Preston) / SR-124 (North)	115	207	148	36	226	34	26	21	83	146	18	24	1085
Base	115	207	148	36	226	34	26	21	83	146	18	24	1085
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	115	207	148	36	226	34	26	21	83	146	18	24	1085

#26 SR-104 (Main) / SR-124 (Church)	190	7	13	2	8	17	35	199	242	3	148	3	868
Base	190	7	13	2	8	17	35	199	242	3	148	3	868
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	7	13	2	8	17	35	199	242	3	148	3	868

#27 SR-104 / SR-88	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

 Ione Casino
 Existing Plus Approved Projects (2009) Friday
 PM Peak Hour

Volume Northbound Southbound Eastbound Westbound Total
 Type Left Thru Right Left Thru Right Left Thru Right Left Thru Right Left Thru Right Volume

#28 SR-88 / SR-124
 Base 0 0 0 0 3 0 156 145 423 0 0 309 2 1038
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 3 0 156 145 423 0 0 309 2 1038

#29 SR-88 / SR-12 (North)
 Base 0 0 0 0 75 0 397 524 432 0 0 244 57 1729
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 75 0 397 524 432 0 0 244 57 1729

#30 SR-88 / SR-12 (South)
 Base 33 831 2 3 510 273 288 1 21 2 3 2 1971
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 33 831 2 3 510 273 288 1 21 2 3 2 1971

#31 SR-88 / Kettleman
 Base 19 606 17 6 385 88 242 91 28 15 67 7 1571
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 19 606 17 6 385 88 242 91 28 15 67 7 1571

#32 SR-12 / SR-99 SB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#33 SR-12 / SR-99 NB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#34 Kettleman / SR-99 SB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#35 Kettleman / SR-99 NB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#36 SR-49 / Pleasant Valley
 Base 113 0 181 0 0 0 439 204 236 276 0 1448
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 113 0 181 0 0 0 439 204 236 276 0 1448

 Ione Casino
 Existing Plus Approved Projects (2009) Friday
 PM Peak Hour

Volume Northbound Southbound Eastbound Westbound Total
 Type Left Thru Right Left Thru Right Left Thru Right Left Thru Right Left Thru Right Volume

#37 SR-16 / Ione
 Base 60 0 1 0 0 0 0 488 147 0 235 0 931
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 60 0 1 0 0 0 0 488 147 0 235 0 931

#38 SR-16 / Murietta South Pkwy
 Base 0 0 0 1 8 2 96 196 634 0 1 287 9 1234
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 1 8 2 96 196 634 0 1 287 9 1234

#39 SR-16 / Murietta Pkwy
 Base 100 133 38 38 77 121 213 712 122 31 310 38 1933
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 100 133 38 38 77 121 213 712 122 31 310 38 1933

#40 SR-16 / Stone House
 Base 0 0 0 0 77 0 5 15 970 0 0 461 42 1570
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 77 0 5 15 970 0 0 461 42 1570

#41 SR-16 / Latrobe (Sac)
 Base 6 0 2 6 0 28 36 942 14 2 505 9 1551
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 6 0 2 6 0 28 36 942 14 2 505 9 1551

#42 SR-16 / Dillard
 Base 70 0 97 0 0 0 847 189 59 435 0 1697
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 70 0 97 0 0 0 847 189 59 435 0 1697

#43 SR-16 / Sloughhouse
 Base 5 0 59 0 0 0 1024 9 32 580 0 1709
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 5 0 59 0 0 0 1024 9 32 580 0 1709

#44 SR-16 / Grant Line
 Base 0 247 59 120 356 62 88 847 2 47 403 44 2274
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 247 59 120 356 62 88 847 2 47 403 44 2274

#45 SR-16 / Sunrise
 Base 5 359 63 358 907 129 90 524 24 40 277 188 2963
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 5 359 63 358 907 129 90 524 24 40 277 188 2963

Ione Casino
 Existing Plus Approved Projects (2009) Friday
 PM Peak Hour

Ione Casino
 Existing Plus Approved Projects (2009) Friday
 PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	30	166	0	0	105	5	3	0	13	0	0	0
7 SR-49 / Main-	52	131	255	16	113	19	15	68	48	120	58	14
8 SR-49 / Popla	39	512	0	0	288	7	7	0	43	0	0	0
9 SR-49 / Empir	125	509	6	3	351	7	10	1	100	1	7	2
10 SR-49 / SR-16	213	0	92	0	0	0	0	336	366	160	232	0
23 SR-16 / SR-12	10	0	116	0	0	0	0	590	19	55	400	0
24 SR-16 / Latro	0	0	0	144	0	6	5	435	0	0	235	97
25 SR-104 (Prest)	115	207	148	36	226	34	26	21	83	146	18	24
26 SR-104 (Main)	190	7	13	2	8	17	35	199	242	3	148	3
28 SR-88 / SR-12	0	0	0	3	0	156	145	423	0	0	309	2

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#46 SR-16 / Excelsior	21	49	65	10	148	82	121	613	198	112	332	19	1770
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	21	49	65	10	148	82	121	613	198	112	332	19	1770
#47 SR-16 / Bradshaw	67	712	47	377	1220	533	293	573	84	60	318	133	4419
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	712	47	377	1220	533	293	573	84	60	318	133	4419
#101 SR-49 / Project Access	0	640	0	0	452	0	0	0	0	0	0	0	1093
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	640	0	0	452	0	0	0	0	0	0	0	1093
#174 SR-49 / Project Service Access	0	587	0	0	415	0	0	0	0	0	0	0	1002
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	587	0	0	415	0	0	0	0	0	0	0	1002
#176 Internal Project Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino
Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	30	166	0	0	105	5	3	0	13	0	0	0
7 SR-49 / Main	52	131	255	16	113	19	15	68	48	120	58	14
8 SR-49 / Poplar	39	512	0	0	288	7	7	0	43	0	0	0
9 SR-49 / Empire	125	509	6	3	351	7	10	1	100	1	7	2
10 SR-49 / SR-16	213	0	92	0	0	0	0	336	366	160	232	0
23 SR-16 / SR-12	10	0	116	0	0	0	0	590	19	55	400	0
24 SR-16 / Latrobe	0	0	0	0	144	0	6	5	435	0	0	235
25 SR-104 (Prest)	115	207	148	36	226	34	26	21	83	146	18	24
26 SR-104 (Main)	190	7	13	2	8	17	35	199	242	3	148	3
28 SR-88 / SR-12	0	0	0	3	0	156	145	423	0	0	309	2

Ione Casino
Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 6 SR-49 / Miller Way	A	9.3 0.000	A	9.3 0.000	+ 0.000 D/V
# 7 SR-49 / Main-Fiddletown	D	26.9 0.000	D	26.9 0.000	+ 0.000 D/V
# 8 SR-49 / Poplar	B	11.6 0.000	B	11.6 0.000	+ 0.000 D/V
# 9 SR-49 / Empire	D	25.9 0.000	D	25.9 0.000	+ 0.000 D/V
# 10 SR-49 / SR-16	B	47.9 0.000	B	47.9 0.000	+ 0.000 D/V
# 23 SR-16 / SR-124	C	15.4 0.000	C	15.4 0.000	+ 0.000 D/V
# 24 SR-16 / Latrobe (Amador)	C	20.7 0.000	C	20.7 0.000	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	100.6 0.000	F	100.6 0.000	+ 0.000 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	24.9 0.000	C	24.9 0.000	+ 0.000 D/V
# 28 SR-88 / SR-124	B	12.1 0.000	B	12.1 0.000	+ 0.000 D/V

Existing Plus Approved Projects (2009) Friday
Ione Casino
PM Peak Hour

Signal Warrant Summary Report

Intersection	Base	Met	Future
# 6 SR-49 / Miller Way	???	Met	NO
# 7 SR-49 / Main-Fiddletown	???	NO	NO
# 8 SR-49 / Poplar	???	NO	NO
# 9 SR-49 / Empire	???	NO	NO
# 10 SR-49 / SR-16	???	NO	NO
# 23 SR-16 / SR-124	???	NO	NO
# 24 SR-16 / Latribe (Amador)	???	NO	NO
# 25 SR-104 (Preston) / SR-124 (North)	???	Yes	Yes
# 26 SR-104 (Main) / SR-124 (Church)	???	NO	NO
# 28 SR-88 / SR-124	???	NO	NO

Existing Plus Approved Projects (2009) Friday
Ione Casino
PM Peak Hour

Signal Warrant Report

Intersection #6 SR-49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Lanes: 1 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0

Final Vol.: 33 184 0 0 116 5 4 0 1 0 0 0 0 0 0 0

ApproachDel: xxxxxx xxxxxx 9.3 xxxxxx

Approach[eastbound][lanes=1][control=Stop]

Signal Warrant Rule #1: (vehicle-hours=0.0)

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=18]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=355]

FAIL - Total volume less than 650 for intersection with less than four approaches.

Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Signal Warrant Report

Intersection #7 SR-49 / Main-Fiddletown

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L T R L T R L T R L T R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Lanes: 0 0 1 0 0 0 0 1 1 0 0 0 0 1 0 0 0

Final Vol.: 55 137 267 17 118 20 16 72 50 125 61 14

ApproachDel: xxxxxx xxxxxx 14.9 26.9

Approach(eastbound) [lanes=2] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=137]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=952]

SUCCESS - Total volume greater than or equal to 800 for intersection

with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=1.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=200]

SUCCESS - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=952]

SUCCESS - Total volume greater than or equal to 800 for intersection

with four or more approaches.

Traffic 7.6-0715 (c) 2003 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE, C

Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Signal Warrant Report

Intersection #8 SR-49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L T R L T R L T R L T R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 1 1 0 0 0

Final Vol.: 42 550 0 0 310 7 7 0 0 47 0 0 0 0

ApproachDel: xxxxxx xxxxxx 11.6 xxxxxx

Approach(eastbound) [lanes=1] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=54]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3] [total volume=963]

SUCCESS - Total volume greater than or equal to 650 for intersection

with less than four approaches.

Approach(westbound) [lanes=1] [control=Stop]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=200]

SUCCESS - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=952]

SUCCESS - Total volume greater than or equal to 800 for intersection

with four or more approaches.

Traffic 7.6-0715 (c) 2003 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE, C

Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Signal Warrant Report

Intersection #9 SR-49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 0 1 0 0

Final Vol.: 133 541 6 4 373 7 11 1 107 1 7 25.9

ApproachDel: xxxxxx xxxxxx 13.5

Approach[eastbound] (lanes=2) [control=STOP]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=119]

FAIL - Approach volume less than 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=1194]

SUCCESS - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound] (lanes=1) [control=STOP]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4] [total volume=1194]

SUCCESS - Total volume greater than or equal to 800 for intersection with four or more approaches.

Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Signal Warrant Report

Intersection #10 SR-49 / SR-16

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0

Final Vol.: 221 0 96 0 0 0 0 0 0 348 379 165 241 0

ApproachDel: 47.9 xxxxxx xxxxxx

Approach[northbound] (lanes=2) [control=STOP]

Signal Warrant Rule #1: [vehicle-hours=4.2]

FAIL - Vehicle-hours less than 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=316]

SUCCESS - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3] [total volume=1450]

SUCCESS - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2009) Friday
PM Peak Hour

 Signal Warrant Report

 Intersection #23 SR-16 / SR-124

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Final Vol.:	11 0 120	0 0 0 0 0	0 610 20	57 413 0
ApproachDel:	15.4	xxxxxxx	xxxxxxx	xxxxxxx

Approach(northbound) (lanes=2) [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.6]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=131]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1230]
 SUCCEEDED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2009) Friday
PM Peak Hour

 Signal Warrant Report

 Intersection #24 SR-16 / Latrobe (Amador)

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0
Final Vol.:	0 0 0 0 0	150 0 6	5 455 0	0 245 101
ApproachDel:	xxxxxxx	20.7	xxxxxxx	xxxxxxx

Approach(southbound) (lanes=1) [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.9]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=156]
 SUCCEEDED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=962]
 SUCCEEDED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Signal Warrant Report
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0
Final Vol.:	121 219 156	38 238 36	28 22 88	154 19 25
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[westbound] [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=5.5]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=198]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=144]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2009) Friday
PM Peak Hour

Signal Warrant Report
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0
Final Vol.:	121 219 156	38 238 36	28 22 88	154 19 25
ApproachDel:	xxxxxx	xxxxxx	18.2	100.6

Approach[westbound] [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=5.5]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=198]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=144]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

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

Intersection #26 SR-104 (Main) / SR-124 (Church) C (15-5)
Average Delay (sec/vch): 3.4 Worst Case Level of Service: C (15-5)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module:
Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 115 7 12 2 3 9 3 172 158 16 210 1
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 115 7 12 2 3 9 3 172 158 16 210 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
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: 115 7 12 2 3 9 3 172 158 16 210 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 115 7 12 2 3 9 3 172 158 16 210 1
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 505 499 251 508 578 210 211 xxxxx xxxxx 330 xxxxx xxxxx
Potent Cap.: 473 469 781 470 423 823 1336 xxxxx xxxxx 1207 xxxxx xxxxx
Move Cap.: 459 461 781 452 416 823 1336 xxxxx xxxxx 1207 xxxxx xxxxx
Volume/Cap: 0.25 0.01 0.02 0.00 0.01 0.01 0.00 xxxxx xxxxx 0.01 xxxxx xxxxx
Level Of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 7.7 xxxxx xxxxx 8.0 xxxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 477 xxxxx xxxxx 609 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 1.1 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 15.5 xxxxx xxxxx 11.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * B * * * * * * * * * *
ApproachDel: 15.5 C 11.1 B
ApproachLOS: C B

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

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

Intersection #28 SR-88 / SR-124
Average Delay (sec/vch): 2.4 Worst Case Level of Service: B (11.4)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 2 0 103 78 262 0 0 305 2
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 0 0 0 0 2 0 115 87 292 0 0 340 2
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 2 0 115 87 292 0 0 340 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 0 2 0 115 87 292 0 0 340 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 2 0 115 87 292 0 0 340 2
Critical Gap Module:
Critical Gp: xxxxx xxxxx xxxxx xxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx
FollowUpTim: xxxxx xxxxx xxxxx xxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 807 xxxxx 341 342 xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx xxxxx 343 xxxxx 688 1189 xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 323 xxxxx 688 1189 xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.01 xxxxx 0.17 0.07 xxxxx xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: xxxxx xxxxx xxxxx 0.0 xxxxx 0.6 0.2 xxxxx xxxxx xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx 16.2 xxxxx 11.3 8.3 xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * C * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: xxxxxx * * * * * 11.4 B xxxxxxx * * * * *
ApproachLOS: * * * * * * * * * * * * * * * *

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #10 SR-88 / SR-12 (South) F(315.6)
 Average Delay (sec/veh): 62.8 Worst Case Level of Service: F(315.6)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign
 Rights: Include Channel Include
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0
 Volume Module:
 Base Vol: 15 576 1 3 400 235 271 1 24 1 0 3
 Growth Adj: 1.11
 Initial Base: 17 598 1 3 446 262 302 1 27 1 0 3
 Added Vol: 0
 PasserByVol: 0
 Initial Fut: 17 598 1 3 446 262 302 1 27 1 0 3
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 17 598 1 3 446 262 302 1 27 1 0 3
 Reduct Vol: 0
 Final Vol.: 17 598 1 3 446 262 302 1 27 1 0 3
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx 4.2 xxxxx 4.3 xxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2
 FollowUpTime: 2.2 xxxxx 2.3 xxxxx 2.4 xxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3
 Capacity Module:
 Conflict Vol: 446 xxxxx 599 xxxxx 1086 1086 446 1229 xxxxx 598
 Potential Cap.: 1125 xxxxx 959 xxxxx 192 215 608 153 xxxxx 498
 Move Cap.: 1125 xxxxx 959 xxxxx 188 211 608 144 xxxxx 498
 Volume/Cap: 0.01 xxxxx 0.00 xxxxx 1.61 0.01 0.04 0.01 xxxxx 0.01
 Level of Service Module:
 Queue: 0.0 xxxxx 0.0 xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
 Stopped Del.: 8.2 xxxxx 8.8 xxxxx xxxxx xxxxx 11.2 xxxxx xxxxx xxxxx
 LOS by Move: A * A * A * A * B *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx 188 xxxxx xxxxx 308 xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx 20.0 xxxxx xxxxx 0.0 xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx 342.5 xxxxx xxxxx 16.8 xxxxx
 Shared LOS: * * * * * F * * * * * C
 ApproachDel: xxxxxx * xxxxxx * 315.6 F
 ApproachLOS: xxxxxx * xxxxxx * 16.8 C

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North) C(22.7)
 Average Delay (sec/veh): 9.6 Worst Case Level of Service: C(22.7)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Channel Include
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 56 0 354 346 237 0 0 255 60
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Base: 0 0 0 62 0 395 386 264 0 0 284 67
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 62 0 395 386 264 0 0 284 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 62 0 395 386 264 0 0 284 67
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 62 0 395 386 264 0 0 284 67
 Critical Gap Module:
 Critical Gap: 6.5 xxxxx 6.3 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 FollowUpTime: 3.6 xxxxx 3.4 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 1353 xxxxx 318 351 xxxxx xxxxx xxxxx xxxxx
 Potential Cap.: 160 xxxxx 709 1197 xxxxx xxxxx xxxxx xxxxx
 Move Cap.: 120 xxxxx 709 1197 xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: 0.52 xxxxx 0.56 0.32 xxxxx xxxxx xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx 2.4 xxxxx 3.5 1.4 xxxxx xxxxx xxxxx xxxxx
 Stopped Del.: xxxxx xxxxx xxxxx 63.5 xxxxx 16.3 9.4 xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * * F * * * * * C
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * * * * * * * C
 ApproachDel: xxxxxx * xxxxxx * 22.7 C
 ApproachLOS: xxxxxx * xxxxxx * xxxxxx *

Ione Casino
Existing No Project - Saturday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)
 Intersection #31 SR-88 / Kettleman
 Cycle (sec): 42 Critical Vol./Cap. (X): 0.594
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.5
 Optimal Cycle: 40 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 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: 3 7 7 3 7 7 7 7 7 7
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0
 Volume Module:
 Base Vol: 22 403 4 5 328 78 155 38 20 9 48 3
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 24 447 4 6 364 87 172 42 22 10 53 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: 24 447 4 6 364 87 172 42 22 10 53 3
 Reduced Vol: 0 0 0 0 0 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: 24 447 4 6 364 87 172 42 22 10 53 3
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 1.00 0.95 0.97 0.97 0.95 0.95 0.95 0.99 0.99 0.99
 Lanes: 1.00 0.99 0.01 1.00 0.81 0.19 0.73 0.18 0.09 0.15 0.80 0.05
 Final Sat.: 1805 1879 19 1805 1490 354 1317 323 170 281 1499 94
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.24 0.24 0.00 0.24 0.24 0.13 0.13 0.13 0.04 0.04 0.04
 Crit Moves: ****
 Green/Cycle: 0.07 0.31 0.31 0.07 0.31 0.31 0.17 0.17 0.17 0.17 0.17 0.17
 Volume/Cap: 0.19 0.77 0.77 0.04 0.79 0.79 0.78 0.78 0.78 0.21 0.21 0.21
 Delay/Veh: 19.1 19.3 19.3 18.3 20.5 20.5 29.4 29.4 29.4 15.5 15.5 15.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 19.1 19.3 19.3 18.3 20.5 20.5 29.4 29.4 29.4 15.5 15.5 15.5
 IFCM2(Avg): 1 8 8 0 8 8 5 5 5 6 1 1

Ione Casino
Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)
 Intersection #36 SR-49 / Pleasant Valley
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.5
 Optimal Cycle: 0 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 129 0 174 0 0 0 0 226 119 138 192 0
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 144 0 194 0 0 0 0 252 133 154 214 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PassesByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Full: 144 0 194 0 0 0 0 252 133 154 214 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 0 194 0 0 0 0 252 133 154 214 0
 Reduced Vol: 0 0 0 0 0 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: 144 0 194 0 0 0 0 252 133 154 214 0
 Saturation Flow Module:
 Sat/Lane: 144 0 194 0 0 0 0 252 133 154 214 0
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.43 0.00 0.57 0.00 0.00 0.00 0.00 0.66 0.34 1.00 1.00 0.00
 Final Sat.: 266 0 359 0 0 0 0 436 230 545 590 0
 Capacity Analysis Module:
 Vol/Sat: 0.54 xxxxx 0.54 xxxxx xxxxx xxxxx 0.58 0.28 0.36 xxxxx
 Crit Moves: ****
 Green/Cycle: 14.2 0.0 14.2 0.0 0.0 0.0 0.0 14.7 14.7 11.5 11.8 0.0
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 User DelAdj: 14.2 0.0 14.2 0.0 0.0 0.0 0.0 14.7 14.7 11.5 11.8 0.0
 AdjDel/Veh: 14.2 0.0 14.2 0.0 0.0 0.0 0.0 14.7 14.7 11.5 11.8 0.0
 LOS by Move: B * B * B * B * B * B * B * B *
 ApproachDel: 14.2 xxxxxx 14.7 11.7
 Delay Adj: 1.00 xxxxxx 1.00 1.00
 ApprAdjDel: 14.2 xxxxxx 14.7 11.7
 LOS by Appr: B B

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

 Intersection #39 SR-16 / Murietta Pkwy
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.604
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.4
 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 Protected Protected Protected Protected
 Rights: OVI OVI OVI OVI OVI OVI
 Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0
 Volume Module:
 Base Vol: 80 101 39 26 97 114 139 321 75 35 344 22
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 89 113 43 29 108 127 155 358 84 39 384 25
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 89 113 43 29 108 127 155 358 84 39 384 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: 89 113 43 29 108 127 155 358 84 39 384 25
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 89 113 43 29 108 127 155 358 84 39 384 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
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 89 113 43 29 108 127 155 358 84 39 384 25
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.92 0.97 0.83 0.92 0.96 0.96
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.94 0.06
 Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1718 110
 Capacity Analysis Module:
 Vol/Sat: 0.05 0.06 0.03 0.02 0.06 0.08 0.09 0.19 0.05 0.02 0.22 0.22
 Crit Moves: ****
 Green/Cycle: 0.08 0.18 0.26 0.08 0.18 0.30 0.12 0.36 0.44 0.08 0.31 0.31
 Volume/Cap: 0.64 0.33 0.11 0.21 0.32 0.26 0.71 0.54 0.12 0.29 0.71 0.71
 Delay/Veh: 27.3 14.5 11.2 17.6 14.5 10.6 27.2 10.8 6.6 18.2 16.2 16.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 27.3 14.5 11.2 17.6 14.5 10.6 27.2 10.8 6.6 18.2 16.2 16.2
 HCMPlVeg: 2 0 1 4 4 1 1 6 6 1 1 6 6

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

 Intersection #40 SR-16 / Stone House
 Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C (24.2)
 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: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 0 48 0 6 5 489 0 0 497 33
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 0 0 0 0 54 0 7 6 545 0 0 554 37
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 54 0 7 6 545 0 0 554 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: 0 0 0 0 54 0 7 6 545 0 0 554 37
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 0 54 0 7 6 545 0 0 554 37
 Critical Gap Module:
 Critical Gap:xxxxx 6.4 xxxx 6.2 4.1 xxxx xxxxx xxxxx xxxx xxxxx
 FollowupTime:xxxxx xxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx
 Capacity Module:
 Conflict Vol: xxxxx xxxxx xxxxx 1129 xxxxx 573 591 xxxxx xxxxx xxxxx xxxxx
 Move Cap.: xxxxx xxxxx xxxxx 228 xxxxx 523 980 xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: xxxxx xxxxx xxxxx 0.24 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx
 Level Of Service Module:
 Stopped Del:xxxxx xxxxx xxxxx 0.9 xxxxx 0.0 0.0 xxxxx xxxxx xxxxx xxxxx
 Queue: xxxxx xxxxx xxxxx 25.7 xxxxx 12.0 8.7 xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * * D * * * * * B * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: xxxxxx * * * * * 24.2 * * * * * xxxxxx * * * * *
 ApproachLOS: xxxxxx * * * * * C

2009 Ex + Ap Saturday Wed Jul 14, 2004 12:04:11 Ione Casino Page 23-1

Existing Plus Approved Projects (2009) Saturday
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #42 SR-16 / Dillard

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D (26.5)

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include

Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0

Volume Module:
 Base Vol: 7 0 1 1 0 13 11 510 4 3 515 3
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 8 0 0 1 0 14 12 569 4 3 574 3
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 8 0 1 1 0 14 12 569 4 3 574 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: 8 0 1 1 0 14 12 569 4 3 574 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 8 0 1 1 0 14 12 569 4 3 574 3

Critical Gap Module:
 Critical Gap: 7.1 xxxxx 6.2 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx
 Followupprim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx

Capacity Module:
 Conflict Vol: 1185 571 1178 576 578 578 578 578 578 578 578
 Potential Cap: 167 524 167 524 991 991 991 991 991 991 991
 Move Cap.: 161 524 167 524 991 991 991 991 991 991 991
 Volume/Cap.: 0.05 524 0.01 524 0.01 524 0.01 524 0.01 524 0.01

Level of Service Module:
 Queue: xxxxxx xxxxx 0.0 xxxxxx xxxxx 0.1 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
 Stopped Del: xxxxxx xxxxx 11.9 xxxxxx xxxxx 12.1 8.7 xxxxx xxxxx 8.6 xxxxx xxxxx
 LOS by Move: * * B * * B A * * A * *

Approach: LTR - RT LTR - RT LTR - RT LTR - RT
 Shared Cap.: 161 524 167 524 991 991 991 991 991 991 991
 Shared Queue: 0.2 524 0.0 524 991 991 991 991 991 991 991
 Shrd StpDel: 28.5 524 26.7 524 991 991 991 991 991 991 991
 Shared LOS: D * * * * * * * * * *
 ApproachDel: 26.5 D 13.2 D xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 ApproachLOS: D D B *

2009 Ex + Ap Saturday Wed Jul 14, 2004 12:04:11 Ione Casino Page 22-1

Existing Plus Approved Projects (2009) Saturday
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #41 SR-16 / Latrobe (Sac)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D (26.5)

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include

Lanes: 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:
 Base Vol: 7 0 1 1 0 13 11 510 4 3 515 3
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 8 0 0 1 0 14 12 569 4 3 574 3
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 8 0 1 1 0 14 12 569 4 3 574 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: 8 0 1 1 0 14 12 569 4 3 574 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 8 0 1 1 0 14 12 569 4 3 574 3

Critical Gap Module:
 Critical Gap: 7.1 xxxxx 6.2 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx
 Followupprim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx

Capacity Module:
 Conflict Vol: 1185 571 1178 576 578 578 578 578 578 578 578
 Potential Cap: 167 524 167 524 991 991 991 991 991 991 991
 Move Cap.: 161 524 167 524 991 991 991 991 991 991 991
 Volume/Cap.: 0.05 524 0.01 524 0.01 524 0.01 524 0.01 524 0.01

Level of Service Module:
 Queue: xxxxxx xxxxx 0.0 xxxxxx xxxxx 0.1 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
 Stopped Del: xxxxxx xxxxx 11.9 xxxxxx xxxxx 12.1 8.7 xxxxx xxxxx 8.6 xxxxx xxxxx
 LOS by Move: * * B * * B A * * A * *

Approach: LTR - RT LTR - RT LTR - RT LTR - RT
 Shared Cap.: 161 524 167 524 991 991 991 991 991 991 991
 Shared Queue: 0.2 524 0.0 524 991 991 991 991 991 991 991
 Shrd StpDel: 28.5 524 26.7 524 991 991 991 991 991 991 991
 Shared LOS: D * * * * * * * * * *
 ApproachDel: 26.5 D 13.2 D xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 ApproachLOS: D D B *

Traffic 7.6.0715 (c) 2003 Dowling Assoc. Licensed to TY LIN/CCS, SACRAMENTO

Traffic 7.6.0715 (c) 2003 Dowling Assoc. Licensed to TY LIN/CCS, SACRAMENTO

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #43 SR-16 / Sloughhouse
Average Delay (sec/veh): 0.6 Worst Case Level of Service: B(13.5)
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 44 Level of Service: 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 Uncontrolled Uncontrolled
Rights: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 0 0 35 0 0 0 0 0 0 0 598 3 29 576 0
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 0 0 0 0 0 0 0 0 0 0 667 3 32 642 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 39 0 0 0 0 0 667 3 32 642 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 39 0 0 0 0 0 667 3 32 642 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 39 0 0 0 0 0 667 3 32 642 0
Critical Gap Module:
Critical Gap: xxxxxx 6.2 xxxxxx xxxxxx xxxxxx 4.1 xxxxxx
FollowUpTime: xxxxxx 3.3 xxxxxx xxxxxx xxxxxx 2.2 xxxxxx
Capacity Module:
Conflict Vol: xxxxxx 668 xxxxxx xxxxxx xxxxxx xxxxxx 670 xxxxxx
Potent Cap: xxxxxx 461 xxxxxx xxxxxx xxxxxx xxxxxx 915 xxxxxx
Move Cap: xxxxxx 461 xxxxxx xxxxxx xxxxxx xxxxxx 915 xxxxxx
Volume/Cap: xxxxxx 0.08 xxxxxx xxxxxx xxxxxx xxxxxx 0.04 xxxxxx
Level Of Service Module:
Queue: xxxxxx 0.3 xxxxxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx
Stopped Del: xxxxxx 13.5 xxxxxx xxxxxx xxxxxx xxxxxx 9.1 xxxxxx
LOS by Move: * * B * * * * * * * A * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd Staped: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * * *
ApproachDel: 13.5 xxxxxx xxxxxx xxxxxx
ApproachLOS: B

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #44 SR-16 / Grant Line
Cycle (sec): 0 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 44 Level of Service: 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: 7 7 7 7 7 7 7 7 3 3 3 3 7 7 7
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 1 0 1 0
Volume Module:
Base Vol: 1 98 30 27 78 36 18 463 3 50 465 39
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 1 109 33 30 87 40 20 516 3 56 518 43
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1 109 33 30 87 40 20 516 3 56 518 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: 1 109 33 30 87 40 20 516 3 56 518 43
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 1 109 33 30 87 40 20 516 3 56 518 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
MFP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 1 109 33 30 87 40 20 516 3 56 518 43
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.97 0.97 0.96 0.96 0.96 0.92 0.97 0.97 0.92 0.96 0.96 0.96
Lanes: 0.01 0.76 0.23 0.19 0.55 0.26 1.00 0.99 0.01 1.00 0.92 0.08
Final Sat.: 14 1399 428 348 1006 464 1753 1831 12 1753 1682 141
Capacity Analysis Module:
Vol/Eat: 0.08 0.08 0.08 0.09 0.09 0.01 0.28 0.28 0.03 0.31 0.31
Crit Moves: **** * * * * * * * * * * * * * * * * *
Green/Cycle: 0.16 0.16 0.16 0.16 0.16 0.07 0.34 0.34 0.07 0.34 0.34
Volume/Cap: 0.49 0.49 0.49 0.54 0.54 0.17 0.83 0.83 0.47 0.90 0.90
Delay/Veh: 18.2 18.2 18.2 19.1 19.1 19.1 20.0 22.2 22.2 22.6 30.5 30.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.2 18.2 18.2 19.1 19.1 19.1 20.0 22.2 22.2 22.6 30.5 30.5
HCMKAVG: 2 3 3 3 3 3 3 3 0 10 7 12 12

Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #45 SR-16 / Sunrise
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.668
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.2
 Optimal Cycle: 44 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 3 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7
 Volume Module:
 Base Vol: 6 188 32 224 241 60 52 235 9 31 291 200
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 7 210 36 250 269 67 58 262 10 35 324 223
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 7 210 36 250 269 67 58 262 10 35 324 223
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 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: 7 210 36 250 269 67 58 262 10 35 324 223
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj: 7 210 36 250 269 67 58 262 10 35 324 223
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 7 210 36 250 269 67 58 262 10 35 324 223
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.98 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1588 270 1805 1900 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.13 0.13 0.14 0.14 0.04 0.03 0.15 0.01 0.02 0.18 0.15
 Crit Moves: ****
 Green/Cycle: 0.12 0.19 0.19 0.20 0.28 0.34 0.07 0.23 0.35 0.20 0.26 0.47
 Volume/Cap: 0.03 0.68 0.68 0.68 0.51 0.12 0.50 0.63 0.02 0.10 0.68 0.31
 Delay/Veh: 17.2 21.9 21.9 21.6 14.3 10.0 23.1 18.2 9.3 18.8 18.7 7.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 17.2 21.9 21.9 21.6 14.3 10.0 23.1 18.2 9.3 18.8 18.7 7.6
 HCM2KAg: 0 5 5 4 1 2 4 0 1 6 2

Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior
 Average Delay (sec/veh): 5.7 Worst Case Level Of Service: C (22.1)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 21 31 26 18 51 66 60 247 51 19 326 7
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 23 35 29 20 57 74 67 275 57 21 363 8
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 23 35 29 20 57 74 67 275 57 21 363 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 35 29 20 57 74 67 275 57 21 363 8
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 23 35 29 20 57 74 67 275 57 21 363 8
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 4.2 4.2 4.2 4.2 4.2
 Followupprim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 2.3 2.3 2.3 2.3 2.3
 Capacity Module:
 Conflict Vol: 913 851 304 879 876 367 371 371 371 371 371 371
 Potent Cap.: 257 299 741 270 290 682 1166 1166 1166 1166 1166 1166
 Move Cap.: 181 277 741 222 268 682 1166 1166 1166 1166 1166 1166
 Volume/Cap: 0.13 0.12 0.04 0.09 0.21 0.11 0.06 0.06 0.06 0.06 0.06 0.06
 Level Of Service Module:
 Queue: xxxxxx xxxxx xxxxxx xxxxx xxxxx 0.2 xxxxx xxxxxx 0.1 xxxxx xxxxxx
 Stopped Del: xxxxxx xxxxx xxxxxx xxxxx xxxxx 8.3 xxxxx xxxxxx 8.0 xxxxx xxxxxx
 LOS by Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue: xxxxx 297 xxxxx xxxxx 367 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx 1.2 xxxxx xxxxx 1.9 xxxxx xxxxx xxxxx xxxxx xxxxx
 ApproachDel: 22.1 * * * * * C * * * * * C * * * * * C * * * * *
 ApproachLOS: 22.1 * * * * * C * * * * * C * * * * * C * * * * *

Existing Plus Approved Projects (2009) Saturday
PM Peak Hour

2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 SR-16 / Bradshaw

Cycle (sec): 0 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/Veh): 16.5

Optimal Cycle: 44 Level Of Service: B

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

Control: Protected Protected Protected Protected Protected
Rights: 3 Include Ovl

Min Green: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Volume Module: 50 423 33 153 535 80 97 233 51 41 282 136
Base Vol: 1.11

Growth Adj: 56 472 37 171 596 89 108 260 57 46 314 152
Initial Bse: 0

Added Vol: 0
PasserByVol: 56 472 37 171 596 89 108 260 57 46 314 152

Initial Fut: 1.00

User Adj: 1.00

PHF Adj: 56 472 37 171 596 89 108 260 57 46 314 152
PHF Volume: 0

Reduc Vol: 56 472 37 171 596 89 108 260 57 46 314 152
Reduced Vol: 1.00

PCS Adj: 56 472 37 171 596 89 108 260 57 46 314 152
MLF Adj: 1.00

Final Vol: 56 472 37 171 596 89 108 260 57 46 314 152
Saturation Flow Module: 1900

Sat/Lane: 0.95 0.94 0.94 0.95 0.95 0.85 0.80 0.94 0.80 0.90 0.94 0.80 0.90 0.94 0.80 0.90 0.94 0.80 0.90 0.94

Adjustment: 1.00 1.86 0.14 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 1.00 2.00

Final Sat: 1805 3312 258 1805 3610 1615 1702 1792 1523 1702 1792 1523 1702 1792 1523
Capacity Analysis Module: 0.03 0.14 0.14 0.09 0.17 0.06 0.06 0.14 0.04 0.03 0.18 0.10

Vol/Sat: 0.03 0.14 0.14 0.09 0.17 0.06 0.06 0.14 0.04 0.03 0.18 0.10
Crit Moves: 0.07 0.22 0.22 0.14 0.29 0.39 0.10 0.26 0.32 0.11 0.27 0.41

Green/Cycle: 0.45 0.65 0.65 0.65 0.56 0.14 0.65 0.57 0.12 0.25 0.65 0.24
Volume/Cap: 22.3 17.7 17.7 23.7 13.8 8.7 28.3 15.9 10.6 18.6 17.5 8.6

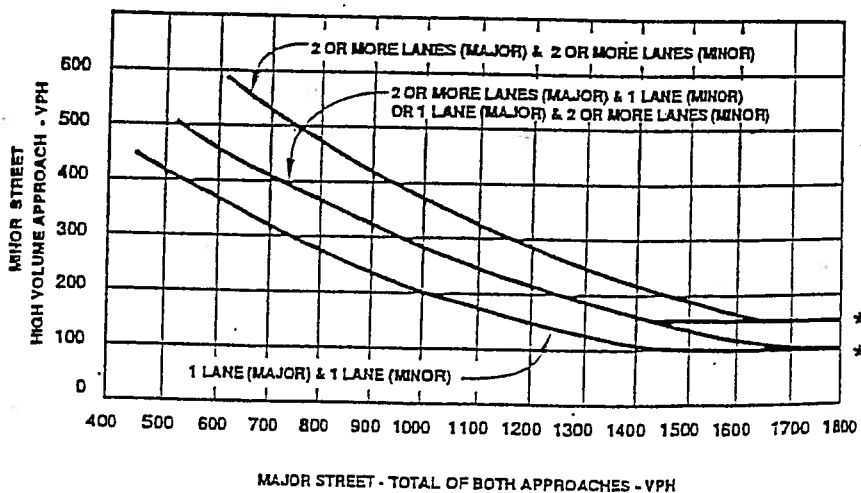
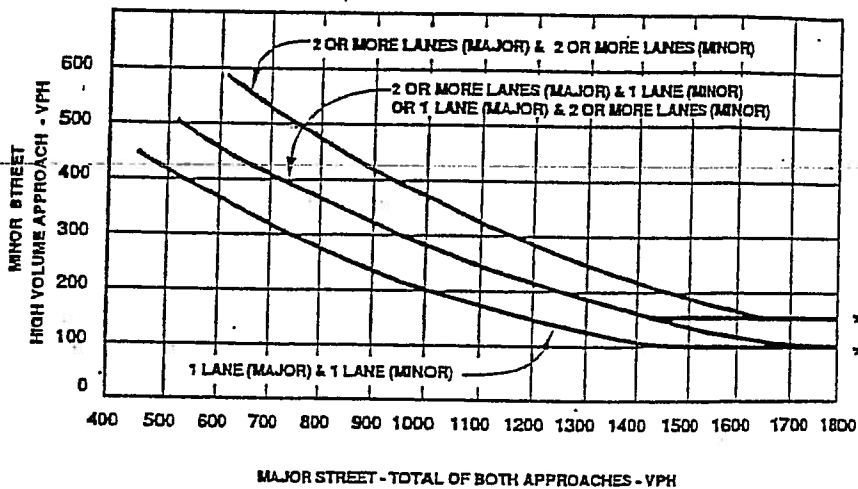
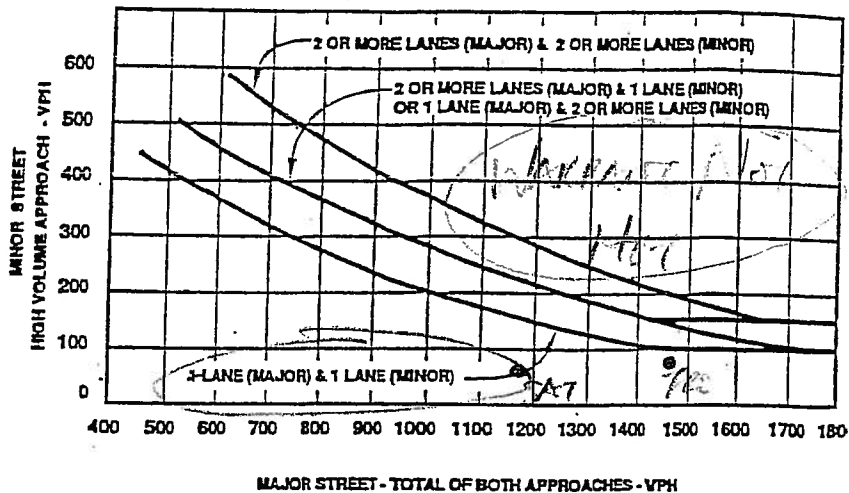
Delay/Veh: 1.00
User DelAdj: 22.3 17.7 17.7 23.7 13.8 8.7 28.3 15.9 10.6 18.6 17.5 8.6
AdjDel/Veh: 1.5 5 4 4 1 3 4 1 3 4 1 5 2
HCM2KAVG: 1.5 5 4 4 1 3 4 1 3 4 1 5 2

APPENDIX F

Intersection Operations Calculations 2009 EPAP (No Project) With Recommended Improvements

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

18 SR 16 / Stone House
 $\frac{1456}{1142}$ 80/61



* NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.



This Page is Intentionally Left Blank

Existing Plus Approved Projects (2009) Friday - Recommended Improvements
 Ione Casino
 PM Peak Hour

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound					
	L	T	R	L	T	R	L	T	R	L	T	R			
10 SR-49 / SR-16	208	0	90	0	0	0	0	0	0	0	329	358	156	227	0
25 SR-104 (Prest)	113	203	145	36	221	33	26	20	81	143	18	23	0	0	239
29 SR-88 / SR-12	0	0	0	74	0	388	513	423	0	0	0	239	56	0	0
30 SR-88 / SR-12	32	813	2	3	499	268	282	1	20	2	3	2	0	0	0
40 SR-16 / Stone	0	0	0	0	76	0	4	14	949	0	0	452	41	0	0
44 SR-16 / Grant	0	242	58	117	348	60	86	828	2	46	395	43	0	0	0
46 SR-16 / Excel	20	48	64	10	145	80	118	600	194	109	324	19	0	0	0

Existing Plus Approved Projects (2009) Friday - Recommended Improvements
 Ione Casino
 PM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 SR-49 / SR-16	208	0	90	0	0	0	0	329	358	156	227	0
25 SR-104 (Prest)	113	203	145	36	221	33	26	20	81	143	18	23
29 SR-88 / SR-12	0	0	0	74	0	388	513	423	0	0	0	239
30 SR-88 / SR-12	32	813	2	3	499	268	282	1	20	2	3	2
40 SR-16 / Stone	0	0	0	0	76	0	4	14	949	0	0	452
44 SR-16 / Grant	0	242	58	117	348	60	86	828	2	46	395	43
46 SR-16 / Excel	20	48	64	10	145	80	118	600	194	109	324	19

 Ione Casino
 Existing Plus Approved Projects (2009) Friday - Recommended Improvements
 PM Peak Hour

 Ione Casino
 Existing Plus Approved Projects (2009) Friday - Recommended Improvements
 PM Peak Hour

 Signal Warrant Summary Report

 Impact Analysis Report
 Level Of Service

Intersection	Base Met ???	Future Met No
# 40 SR-16 / Stone House		

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 10 SR-49 / SR-16	B 11.7 0.649	B 11.7 0.649	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor	A 4.8 0.428	A 4.8 0.428	+ 0.000 D/V
# 29 SR-88 / SR-12 (North)	B 10.6 0.672	B 10.6 0.672	+ 0.000 D/V
# 30 SR-88 / SR-12 (South)	C 30.7 0.757	C 30.7 0.757	+ 0.000 D/V
# 40 SR-16 / Stone House	C 24.7 0.000	C 24.7 0.000	+ 0.000 D/V
# 44 SR-16 / Grant Line	E 65.3 0.927	E 65.3 0.927	+ 0.000 D/V
# 46 SR-16 / Excelsior	B 18.6 0.787	B 18.6 0.787	+ 0.000 D/V

Signal Warrant Report
 Intersection #40 SR-16 / Stone House
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0
 ApproachDel: xxxxxx 24.7 xxxxxx 0 0 452 41 xxxxxx
 Approach(southbound) (lanes=2) (control=stop)
 Signal Warrant Rule #1: (vehicle-hours=0.6)
 FAIL - vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: (approach volume=80)
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=3) (total volume=1536)
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #10 SR-49 / SR-16
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.649
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.7
 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
 Min. Green: 5 5 5 5 5 5 5 3 7 7 3 7
 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: 187 0 81 0 0 0 0 0 295 321 140 204 0
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 208 0 90 0 0 0 0 0 329 358 156 227 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 208 0 90 0 0 0 0 0 329 358 156 227 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 0 90 0 0 0 0 0 329 358 156 227 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 RCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 208 0 90 0 0 0 0 0 329 358 156 227 0
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj: 0.71 1.00 0.79 1.00 1.00 1.00 1.00 0.93 0.79 0.88 0.93 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.: 1353 0 1495 0 0 0 0 1759 1495 1671 1759 0
 Capacity Analysis Module:
 Vol/Sat: 0.15 0.00 0.06 0.00 0.00 0.00 0.00 0.19 0.24 0.09 0.13 0.00
 Crit Moves: ****
 Green/Cycle: 0.24 0.00 0.38 0.00 0.00 0.00 0.00 0.37 0.37 0.14 0.51 0.00
 Volume/Cap: 0.65 0.00 0.16 0.00 0.00 0.00 0.00 0.51 0.45 0.65 0.25 0.00
 Delay/Veh: 17.0 0.0 7.5 0.0 0.0 0.0 0.0 9.5 12.2 20.7 5.1 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 17.0 0.0 7.5 0.0 0.0 0.0 0.0 9.5 12.2 20.7 5.1 0.0
 HCM2KAVG: 0 0 1 0 0 0 0 0 4 5 3 2 0

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.428
 Loss Time (sec): 6 (V+R = 4 sec) Average Delay (sec/veh): 4.8
 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: Include Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 101 182 130 32 198 30 23 18 73 128 16 21
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 113 203 145 36 221 33 26 20 81 143 18 23
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 113 203 145 36 221 33 26 20 81 143 18 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: 113 203 145 36 221 33 26 20 81 143 18 23
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 113 203 145 36 221 33 26 20 81 143 18 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
 Final Vol.: 113 203 145 36 221 33 26 20 81 143 18 23
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.61 0.88 0.88 0.86 0.86 0.84 0.84 0.84 0.84 0.76 0.87 0.87
 Lanes: 1.00 0.58 0.42 0.12 0.76 0.12 0.20 0.16 0.64 1.00 0.43 0.57
 Final Sat.: 1161 979 700 202 1250 189 321 251 1020 1447 716 939
 Capacity Analysis Module:
 Vol/Sat: 0.10 0.21 0.21 0.18 0.18 0.18 0.08 0.08 0.08 0.10 0.02 0.02
 Crit Moves: ****
 Green/Cycle: 0.48 0.48 0.48 0.48 0.48 0.24 0.24 0.24 0.24 0.24 0.24 0.24
 Volume/Cap: 0.20 0.44 0.44 0.37 0.37 0.37 0.34 0.34 0.34 0.41 0.10 0.10
 Delay/Veh: 3.4 4.0 4.0 3.8 3.8 3.8 7.1 7.1 7.1 7.6 6.4 6.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 3.4 4.0 4.0 3.8 3.8 3.8 7.1 7.1 7.1 7.6 6.4 6.4
 HCM2KAVG: 1 2 2 2 2 2 1 1 1 2 0 0

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.672
 Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 10.6
 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: 5 5 5 5 5 5 5 5
 Lanes: 0 0 0 0 1 0 0 1 1 0 0 0 1 0 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 0 66 0 348 460 379 0 0 214 50
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 0 0 0 0 74 0 388 513 423 0 0 239 56
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 74 0 388 513 423 0 0 239 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: 0 0 0 0 74 0 388 513 423 0 0 239 56
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 74 0 388 513 423 0 0 239 56
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 0 74 0 388 513 423 0 0 239 56
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.81 0.19
 Final Sat.: 0 0 0 1408 0 1495 1736 1828 0 0 1443 337
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.26 0.30 0.23 0.00 0.00 0.17 0.17
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.13 0.00 0.54 0.40 0.63 0.00 0.00 0.23 0.23
 Volume/Cap: 0.00 0.00 0.00 0.39 0.00 0.48 0.73 0.37 0.00 0.00 0.73 0.73
 Delay/Veh: 0.0 0.0 0.0 16.4 0.0 6.0 13.4 3.6 0.0 0.0 20.2 20.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 16.4 0.0 6.0 13.4 3.6 0.0 0.0 20.2 20.2
 HCM2KAVG: 0 0 0 2 0 3 7 3 0 0 0 5

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 SR-86 / SR-12 (South)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.757

Loss Time (sec): 12 (X+R = 4 sec) Average Delay (sec/veh): 30.7

Optimal Cycle: OPTIMIZED Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

Movement: L-T-R L-T-R L-T-R L-T-R

Control: Protected Protected Split Phase Split Phase

Rights: 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0

Lanes: 1 0 0 1 0 1 0 1 0 1 0 0 1 0 0 0

Volume Module: 29 729 2 3 448 240 253 1 18 2 3 2

Base Vol: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Growth Adj: 32 813 2 3 499 268 282 1 20 2 3 2

Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 32 813 2 3 499 268 282 1 20 2 3 2

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 32 813 2 3 499 268 282 1 20 2 3 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

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: 32 813 2 3 499 268 282 1 20 2 3 2

Reduced Vol: 32 813 2 3 499 268 282 1 20 2 3 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

M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol: 32 813 2 3 499 268 282 1 20 2 3 2

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900

Adj/Sat: 0.95 1.00 0.91 0.90 0.94 0.80 0.91 0.83 0.83 0.91 0.91 0.91

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat: 1805 1895 5 1702 1792 1523 1736 83 1486 495 742 495

Capacity Analysis Module: 0.02 0.43 0.43 0.00 0.28 0.18 0.16 0.01 0.01 0.00 0.00 0.00

Vol/Sat: 0.02 0.43 0.43 0.00 0.28 0.18 0.16 0.01 0.01 0.00 0.00 0.00

Crit Moves: 0.05 0.45 0.45 0.05 0.45 0.61 0.17 0.17 0.17 0.12 0.12 0.12

Green/Cycle: 0.34 0.96 0.96 0.04 0.63 0.29 0.96 0.08 0.08 0.04 0.04 0.04

Volume/Cap: 28.2 37.7 37.7 25.8 13.7 5.3 66.0 20.1 20.1 22.1 22.1 22.1

Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User DelAdj: 28.2 37.7 37.7 25.8 13.7 5.3 66.0 20.1 20.1 22.1 22.1 22.1

AdjDel/Veh: 1 21 8 0 8 2 10 0 0 0 0 0

HC2kAv9: *****

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #40 SR-16 / Stone House

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C (2.7)

Approach: North Bound South Bound East Bound West Bound

Movement: L-T-R L-T-R L-T-R L-T-R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0

Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0

Volume Module: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Base Vol: 0 0 0 0 0 68 0 4 13 851 0 0 405 37

Growth Adj: 0 0 0 0 0 76 0 4 14 949 0 0 452 41

Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 0 0 0 0 0 76 0 4 14 949 0 0 452 41

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 0 0 76 0 4 14 949 0 0 452 41

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 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 76 0 4 14 949 0 0 452 41

Reduced Vol: 0 0 0 0 0 76 0 4 14 949 0 0 452 41

Final Vol: 0 0 0 0 0 76 0 4 14 949 0 0 452 41

Critical Gap Module: 6.8 xxxxx 6.9 4.2 xxxxx xxxxx xxxxx xxxxx

Critical Gp: xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx

FollowUpTime: xxxxx xxxxx xxxxx xxxxx

Capacity Module: 976 xxxxx 246 493 xxxxx xxxxx xxxxx xxxxx

Conflict Vol: xxxxx xxxxx xxxxx 252 xxxxx 760 1060 xxxxx xxxxx xxxxx

Potent Cap: xxxxx xxxxx xxxxx 250 xxxxx 760 1060 xxxxx xxxxx xxxxx

Move Cap: xxxxx xxxxx xxxxx 0.30 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx

Volume/Cap: xxxxx xxxxx xxxxx 1.2 xxxxx 0.0 0.0 xxxxx xxxxx xxxxx

Level Of Service Module: xxxxx xxxxx xxxxx 25.6 xxxxx 9.8 8.4 xxxxx xxxxx xxxxx

Stopped Del: xxxxx xxxxx xxxxx 0.0 0.0 xxxxx xxxxx xxxxx xxxxx

Queue: xxxxx xxxxx xxxxx 25.6 xxxxx 9.8 8.4 xxxxx xxxxx xxxxx

LOS by Move: * * * * * D * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared Delay: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: *

ApproachDel: xxxxxx * * * * * 24.7 C

ApproachLOS: xxxxxx * * * * * xxxxxx * * * * *

Existing Plus Approved Projects (2009) Friday - Recommended Improvements
PM Peak Hour

Existing Plus Approved Projects (2009) Friday - Recommended Improvements
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.787
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.6
 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 Include Include Include
 Min. Green: 5 5 5 5 5 5 3 3
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 18 43 57 9 130 72 106 538 174 98 291 17
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Base: 20 48 64 10 145 80 118 600 194 109 324 19
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 48 64 10 145 80 118 600 194 109 324 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: 20 48 64 10 145 80 118 600 194 109 324 19
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 48 64 10 145 80 118 600 194 109 324 19
 PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 20 48 64 10 145 80 118 600 194 109 324 19
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.82 0.82 0.82 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 Lanes: 0.15 0.36 0.49 0.04 0.62 0.34 1.00 0.76 0.24 1.00 0.94 0.06
 Final Sat.: 236 565 748 76 1101 610 1702 1304 422 1702 1679 98
 Capacity Analysis Module:
 Vol/Sat: 0.08 0.08 0.08 0.13 0.13 0.13 0.07 0.46 0.46 0.06 0.19 0.19
 Crit Moves: ****
 Green/Cycle: 0.17 0.17 0.17 0.17 0.17 0.17 0.18 0.58 0.58 0.08 0.49 0.49
 Volume/Cap: 0.51 0.51 0.51 0.79 0.79 0.79 0.39 0.79 0.79 0.39 0.39 0.39
 Delay/Veh: 22.1 22.1 22.1 34.5 34.5 34.5 20.6 12.8 12.8 49.5 9.0 9.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 22.1 22.1 22.1 34.5 34.5 34.5 20.6 12.8 12.8 49.5 9.0 9.0
 HCM2KAVG: 3 3 3 6 6 6 2 12 13 4 4 4

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #44 SR-16 / Grant Line
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.927
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 65.3
 Optimal Cycle: 161 Level Of Service: G
 Approach: North Bound South Bound East Bound 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: 7 7 7 7 3 7 7 3
 Lanes: 0 0 1 0 1 0 0 1 0 0 1 0 1 0 0 1 0
 Volume Module:
 Base Vol: 0 217 52 105 312 54 77 743 2 41 354 39
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Base: 0 242 58 117 348 60 86 828 2 46 395 43
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 242 58 117 348 60 86 828 2 46 395 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: 0 242 58 117 348 60 86 828 2 46 395 43
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 242 58 117 348 60 86 828 2 46 395 43
 PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 242 58 117 348 60 86 828 2 46 395 43
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.97 0.97 0.95 0.98 0.98 0.92 0.97 0.97 0.92 0.96 0.96
 Lanes: 0.00 0.81 0.19 1.00 0.85 0.15 1.00 0.99 0.01 1.00 0.90 0.10
 Final Sat.: 0 1493 358 1905 1584 274 1753 1840 5 1753 1637 180
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.16 0.16 0.06 0.22 0.22 0.05 0.45 0.45 0.03 0.24 0.24
 Crit Moves: ****
 Green/Cycle: 0.00 0.17 0.17 0.24 0.24 0.24 0.09 0.49 0.49 0.03 0.43 0.43
 Volume/Cap: 0.00 0.93 0.93 0.27 0.93 0.93 0.56 0.93 0.93 0.93 0.56 0.56
 Delay/Veh: 0.00 97.2 97.2 50.5 85.8 85.8 75.4 54.1 54.1 178.8 35.8 35.8
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.00 97.2 97.2 50.5 85.8 85.8 75.4 54.1 54.1 178.8 35.8 35.8
 HCM2KAVG: 0 18 18 5 23 23 5 42 42 14 4 16 16

Scenario Report
 2009 Ex + Ap Saturday
 Command: 2009 Ex + Ap Saturday
 Volume: 2009 Ex + Ap Saturday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2009 NP
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Trip Distribution Report

Percent Of Trips Default												
Zone	1	2	3	4	5	6	7	8	9	10	11	
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3	
	To Gates											
Zone	12	13	14	15	16	17	18	19	20	21	22	
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1	
	To Gates											
Zone	23	24	25	26								
1	0.1	0.8	1.4	1.6								

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
Ione Casino
PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 SR-49 / SR-16	283	0	113	0	0	0	0	162	183	187	233	0
25 SR-104 (Prest)	120	175	89	22	159	16	20	23	70	103	54	21
29 SR-88 / SR-12	0	0	0	62	0	395	386	264	0	0	284	67
30 SR-88 / SR-12	17	598	1	3	446	262	302	302	1	27	1	0
40 SR-16 / Stone	0	0	0	54	0	7	6	545	0	0	554	37
44 SR-16 / Grant	1	109	33	30	87	40	20	516	3	56	518	43
46 SR-16 / Excel	23	35	29	20	57	74	67	275	57	21	363	8

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
Ione Casino
PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 SR-49 / SR-16	283	0	113	0	0	0	0	162	183	187	233	0
25 SR-104 (Prest)	120	175	89	22	159	16	20	23	70	103	54	21
29 SR-88 / SR-12	0	0	0	62	0	395	386	264	0	0	284	67
30 SR-88 / SR-12	17	598	1	3	446	262	302	302	1	27	1	0
40 SR-16 / Stone	0	0	0	54	0	7	6	545	0	0	554	37
44 SR-16 / Grant	1	109	33	30	87	40	20	516	3	56	518	43
46 SR-16 / Excel	23	35	29	20	57	74	67	275	57	21	363	8

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
# 10 SR-49 / SR-16	B 11.3	0.575	B 11.3	0.575	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (North)	A 4.6	0.331	A 4.6	0.331	+ 0.000 D/V
# 29 SR-88 / SR-12 (North)	B 11.0	0.624	B 11.0	0.624	+ 0.000 D/V
# 30 SR-88 / SR-12 (South)	C 31.7	0.673	C 31.7	0.673	+ 0.000 D/V
# 40 SR-16 / Stone House	C 18.6	0.000	C 18.6	0.000	+ 0.000 D/V
# 44 SR-16 / Grant Line	C 28.9	0.649	C 28.9	0.649	+ 0.000 D/V
# 46 SR-16 / Excelsior	A 9.0	0.498	A 9.0	0.498	+ 0.000 D/V

Signal Warrant Summary Report

Intersection	Base Met	??? Met	Future Met	NO
# 40 SR-16 / Stone House				

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
Ione Casino
PM Peak Hour

Signal Warrant Report
Intersection #40 SR-16 / Stone House
Future Volume Alternative: Peak Hour Warrant NOT Met

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0
Final Vol.: 0 0 0 0 54 0 0 1 0 2 0 0 1 6 545 0 0 554 37
ApproachDel: xxxxxx 18.6 xxxxxx xxxxxx

Approach(southbound) (lanes=2) (control=stop)
Signal Warrant Rule #1: (vehicle-hours=0.3)
FAIL - Vehicle-hours less than 150 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=60)
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1202)
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
Ione Casino
PM Peak Hour

Level of Service Computation Report
Intersection #10 SR-49 / SR-16
2000 HCM Operations Method (Future Volume Alternative)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 32 Level of Service: 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 Ovl
Min. Green: 5 5 5 5 5 5 5 5 3 7 7 3 7 7
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0 0

Volume Module:
Base Vol: 254 0 101 0 0 0 0 145 164 168 209 0
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 283 0 113 0 0 0 0 162 183 187 233 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 283 0 113 0 0 0 0 162 183 187 233 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 283 0 113 0 0 0 0 162 183 187 233 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 283 0 113 0 0 0 0 162 183 187 233 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.71 1.00 0.79 1.00 1.00 1.00 1.00 0.93 0.79 0.88 0.93 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.: 1353 0 1495 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:
Vol/Sat: 0.21 0.00 0.08 0.00 0.00 0.00 0.00 0.09 0.12 0.11 0.13 0.00
Crit Moves: ****
Green/Cycle: 0.33 0.00 0.50 0.00 0.00 0.00 0.00 0.22 0.22 0.17 0.39 0.00
Volume/Cap: 0.64 0.00 0.15 0.00 0.00 0.00 0.00 0.42 0.56 0.64 0.34 0.00
Delay/Veh: 12.4 0.0 4.4 0.0 0.0 0.0 0.0 11.5 13.3 17.1 7.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.4 0.0 4.4 0.0 0.0 0.0 0.0 11.5 13.3 17.1 7.1 0.0
HCM2Eavg: 4 0 1 0 0 0 0 2 3 3 2 0

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.331
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.6
 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: 5 5 5 5 5 5 5 5
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 120 175 89 22 159 16 20 23 70 103 54 21
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 120 175 89 22 159 16 20 23 70 103 54 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: 120 175 89 22 159 16 20 23 70 103 54 21
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 120 175 89 22 159 16 20 23 70 103 54 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
 Final Vol.: 120 175 89 22 159 16 20 23 70 103 54 21
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.62 0.89 0.89 0.88 0.88 0.88 0.84 0.84 0.84 0.76 0.91 0.91
 Lanes: 1.00 0.66 0.34 0.11 0.81 0.08 0.18 0.20 0.62 1.00 0.72 0.28
 Final Sat.: 1181 1126 574 189 1351 132 283 330 990 1447 1240 491
 Capacity Analysis Module:
 Vol/Sat: 0.10 0.16 0.16 0.12 0.12 0.12 0.07 0.07 0.07 0.07 0.04 0.04
 Crit Moves: ****
 Green/Cycle: 0.42 0.42 0.42 0.42 0.42 0.26 0.26 0.26 0.26 0.26 0.26 0.26
 Volume/Cap: 0.24 0.37 0.37 0.28 0.28 0.28 0.27 0.27 0.27 0.27 0.16 0.16
 Delay/Veh: 3.8 4.1 4.1 3.8 3.8 3.8 5.9 5.9 5.9 5.9 5.6 5.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 3.8 4.1 4.1 3.8 3.8 3.8 5.9 5.9 5.9 5.9 5.6 5.6
 HCM2KAVG: 1 2 2 1 1 1 1 1 1 1 1 1

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.624
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
 Optimal Cycle: 35 Level Of Service: 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: 5 5 5 5 5 5 5 5
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 0 56 0 354 346 237 0 0 255 60
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 0 0 0 0 62 0 395 386 264 0 0 284 67
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 62 0 395 386 264 0 0 284 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 1.00
 PHF Adj: 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 62 0 395 386 264 0 0 284 67
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 62 0 395 386 264 0 0 284 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 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 0 62 0 395 386 264 0 0 284 67
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.84 0.94
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 0.81 0.19
 Final Sat.: 0 0 0 0 1408 0 1495 1736 1828 0 0 1441 339
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.26 0.22 0.14 0.00 0.00 0.20 0.20 0.20
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.14 0.00 0.46 0.32 0.60 0.00 0.00 0.28 0.28 0.28
 Volume/Cap: 0.00 0.00 0.00 0.30 0.00 0.57 0.70 0.24 0.00 0.00 0.70 0.70 0.70
 Delay/Veh: 0.0 0.0 0.0 14.3 0.0 8.1 14.4 3.4 0.0 0.0 15.6 15.6 15.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 14.3 0.0 8.1 14.4 3.4 0.0 0.0 15.6 15.6 15.6
 HCM2KAVG: 0 0 0 0 1 0 4 6 2 0 0 0 5

----- Ione Casino
 Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
 PM Peak Hour

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

***** Intersection #40 SR-16 / Stone House *****
 ***** Intersection #40 SR-16 / Stone House *****
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.673
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.7
 Optimal Cycle: OPTIMIZED Level Of Service: 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0

Volume Module:
 Base Vol: 0 0 0 0 48 0 6 5 489 0 0 497 33
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Initial Base: 0 0 0 0 54 0 7 6 545 0 0 554 37
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 54 0 7 6 545 0 0 554 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 1.00 1.00 1.00 1.00 1.00

PHF Volume: 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
 Reduct Vol: 0 0 0 0 54 0 7 6 545 0 0 554 37
 Final Vol.: 0 0 0 0 54 0 7 6 545 0 0 554 37

Critical Gap Module:
 Critical Gap: 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8
 FollowUpTime: 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5

Capacity Module:
 Conflict Vol: 856 856 856 856 856 856 856 856 856 856 856 856 856 856 856 856 856 856
 Potential Cap: 301 301 301 301 301 301 301 301 301 301 301 301 301 301 301 301 301 301
 Move Cap.: 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707 707
 Volume/Cap: 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18 0.18

Level of Service Module:
 Queue: 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6
 Stopped Del: 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6
 LOS by Move: C * C * C * C * C * C * C * C * C * C * C * C * C * C * C * C * C * C

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 301 301 301 301 301 301 301 301 301 301 301 301 301 301 301 301 301 301
 Shared Queue: 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6 0.6
 Shared LOS: C
 Shared StpDel: 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6 19.6
 ApproachDel: 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.6
 ApproachLOS: C

----- Ione Casino
 Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
 PM Peak Hour

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

***** Intersection #30 SR-86 / SR-12 (South) *****
 ***** Intersection #30 SR-86 / SR-12 (South) *****
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.673
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.7
 Optimal Cycle: OPTIMIZED Level Of Service: C

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

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

Volume Module:
 Base Vol: 15 536 1 3 400 235 271 1 24 1 0 3
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Initial Base: 17 598 1 3 446 262 302 1 27 1 0 3
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 17 598 1 3 446 262 302 1 27 1 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 1.00 1.00 1.00 1.00 1.00

PHF Volume: 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
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 17 598 1 3 446 262 302 1 27 1 0 3

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjusted: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.82 0.82 0.85 1.00 0.85
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 1.00 0.04 0.96 0.25 0.00 0.75
 Final Sat.: 1805 1896 4 1702 1792 1523 1736 63 1502 406 0 1218

Capacity Analysis Module:
 Vol/Sat: 0.01 0.32 0.32 0.00 0.25 0.17 0.17 0.02 0.02 0.00 0.00 0.00
 Crit Moves: **** **** **** **** ****
 Green/Cycle: 0.07 0.33 0.33 0.07 0.33 0.51 0.18 0.18 0.18 0.16 0.00 0.16
 Volume/Cap: 0.14 0.96 0.96 0.03 0.76 0.34 0.96 0.10 0.10 0.02 0.00 0.02
 Delay/Veh: 20.3 40.4 40.4 19.7 19.0 6.8 57.3 15.5 15.5 16.1 0.0 16.1
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 20.3 40.4 40.4 19.7 19.0 6.8 57.3 15.5 15.5 16.1 0.0 16.1
 HCM2kAVG: 0 15 5 0 8 2 9 0 0 0 0 0

ApproachLOS: C

Ione Casino
Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
PM Peak Hour

2000 HCM Operations Method (Future Volume Alternative)
Intersection #46 SR-16 / Excelsior

Cycle (sec): 0 Critical Vol./Cap. (X): 0.498
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.0
 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: 5 5 5 5 5 5 5 5 3 7 7 7 3 7 7 7

Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 21 31 26 18 51 66 60 247 51 19 326 7
 Growth Adj: 1.11
 Initial Bse: 23 35 29 20 57 74 67 275 57 21 363 8
 Added Vol: 0
 PasserByVol: 0
 Initial Fut: 23 35 29 20 57 74 67 275 57 21 363 8
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 23 35 29 20 57 74 67 275 57 21 363 8
 Reduct Vol: 0
 Reduced Vol: 23 35 29 20 57 74 67 275 57 21 363 8
 PCE Adj: 1.00
 MLF Adj: 1.00
 Final Vol.: 23 35 29 20 57 74 67 275 57 21 363 8

Saturation Flow Module:
 Sat/Lane: 1900
 Adjustment: 0.86 0.86 0.86 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87 0.87
 Lanes: 0.27 0.40 0.33 0.13 0.38 0.49 1.00 0.83 0.17 1.00 0.98 0.02
 Final Sat.: 440 649 544 221 627 811 1702 1446 299 1702 1749 38

Capacity Analysis Module:
 Vol/Sat: 0.05 0.05 0.05 0.09 0.09 0.09 0.04 0.19 0.19 0.01 0.21 0.21
 Crit Moves: ****
 Green/Cycle: 0.18 0.18 0.18 0.18 0.18 0.18 0.11 0.35 0.35 0.15 0.39 0.39
 Volume/Cap: 0.30 0.30 0.30 0.51 0.51 0.51 0.37 0.54 0.54 0.08 0.53 0.53
 Delay/Veh: 10.6 10.6 10.6 11.8 11.8 11.8 12.9 8.3 8.3 10.4 7.3 7.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 10.6 10.6 10.6 11.8 11.8 11.8 12.9 8.3 8.3 10.4 7.3 7.3
 HCM2Kavg: 2

Ione Casino
Existing Plus Approved Projects (2006) Saturday - Recommended Improvements
PM Peak Hour

2000 HCM Operations Method (Future Volume Alternative)
Intersection #4 SR-16 / Grant Line

Cycle (sec): 0 Critical Vol./Cap. (X): 0.649
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.9
 Optimal Cycle: 43 Level of Service: C

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

Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Include
 Min. Green: 7 7 7 7 7 7 3 7 7 3 7 7 3 7 7

Lanes: 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
 Base Vol: 1 98 30 27 78 36 18 463 3 50 465 39
 Growth Adj: 1.11
 Initial Bse: 1 109 33 30 87 40 20 516 3 56 518 43
 Added Vol: 0
 PasserByVol: 0
 Initial Fut: 1 109 33 30 87 40 20 516 3 56 518 43
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 1 109 33 30 87 40 20 516 3 56 518 43
 Reduct Vol: 0
 Reduced Vol: 1 109 33 30 87 40 20 516 3 56 518 43
 PCE Adj: 1.00
 MLF Adj: 1.00
 Final Vol.: 1 109 33 30 87 40 20 516 3 56 518 43

Saturation Flow Module:
 Sat/Lane: 1900
 Adjustment: 0.97 0.97 0.97 0.95 0.95 0.95 0.92 0.97 0.97 0.92 0.96 0.96
 Lanes: 0.01 0.76 0.23 1.00 0.68 0.32 1.00 0.99 0.01 1.00 0.92 0.08
 Final Sat.: 14 1399 428 1805 1239 572 1753 1831 12 1753 1682 141

Capacity Analysis Module:
 Vol/Sat: 0.08 0.08 0.08 0.02 0.07 0.07 0.01 0.28 0.28 0.03 0.31 0.31
 Crit Moves: ****
 Green/Cycle: 0.16 0.16 0.16 0.16 0.16 0.16 0.07 0.33 0.33 0.07 0.33 0.33
 Volume/Cap: 0.48 0.48 0.48 0.10 0.43 0.43 0.16 0.87 0.87 0.46 0.95 0.95
 Delay/Veh: 17.6 17.6 17.6 15.5 17.2 17.2 19.5 26.2 26.2 21.9 38.6 38.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 17.6 17.6 17.6 15.5 17.2 17.2 19.5 26.2 26.2 21.9 38.6 38.6
 HCM2Kavg: 2 2 2 0 2 2 0 10 8 1 13 13

APPENDIX G

Intersection Operations Calculations 2006 EPAP Plus Alternative A Phase 1 Condition

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Scenario Report
Scenario: 2006 Ex + Ap + Alt A (Ph I) Friday
Command: 2006 Ex + Ap + Alt A (Ph I) Friday
Volume: 2006 Ex + Ap + A Friday
Geometry: Existing
Impact Fee: Existing
Trip Generation: 2006 Alt A (Ph I) Friday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Trip Generation Report

Forecast for 2006 Alt A (Ph I) Friday									
Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	Total % Of Trips
1	Ione Casino-	1.00	Ione Casino	283.00	262.00	283	262	545	100.0
	Zone 1 Subtotal					283	262	545	100.0

TOTAL						283	262	545	100.0

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Trip Distribution Report

Percent Of Trips Default

Zone	1	2	3	4	5	6	7	8	9	10	11
	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
	12	13	14	15	16	17	18	19	20	21	22
	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
	23	24	25	26							
	0.1	0.8	1.4	1.6							

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Turning Movement Report
2006 Alt A (Ph I) Friday

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right Volume
#1 Latrobe / Old Sacramento					
Base	0	0	0	0	0
Added	0	0	21	0	0
Total	0	0	21	0	0
#2 Main / Sherwood					
Base	0	0	0	0	0
Added	4	0	0	0	0
Total	4	0	0	0	0
#3 Main / Empire					
Base	0	0	0	0	0
Added	3	0	0	0	0
Total	3	0	0	0	0
#4 Main / Poplar					
Base	0	0	0	0	0
Added	3	0	0	0	0
Total	3	0	0	0	0
#5 Main / Mill					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
#6 SR-49 / Miller Way					
Base	27	152	0	0	0
Added	0	53	0	0	0
PassBy	0	-4	0	0	0
Total	27	201	0	0	0
#7 SR-49 / Main-Fiddletown					
Base	48	120	234	15	103
Added	10	54	1	0	58
PassBy	0	-4	0	0	-4
Total	58	170	235	15	157
#8 SR-49 / Poplar					
Base	36	469	0	0	264
Added	3	65	0	0	70
PassBy	0	-4	0	0	-4
Total	39	530	0	0	330

Existing Plus Approved Plus Project A Phase I (2006) Friday
Ione Casino PM Peak hour

Existing Plus Approved Plus Project A Phase I (2006) Friday
Ione Casino PM Peak hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru					
#9 SR-49 / Empire													
Base	115	467	5	3	322	6	9	1	92	1	6	2	1030
Added	7	68	0	0	73	0	0	0	8	0	0	0	156
PassBy	0	-4	0	0	-4	0	0	0	0	0	0	0	-8
Total	122	531	5	3	391	6	9	1	100	1	6	2	1178
#10 SR-49 / SR-16													
Base	195	0	85	0	0	0	308	335	146	213	0	1283	
Added	0	0	14	0	0	0	187	0	13	173	0	387	
PassBy	0	0	0	0	0	0	-4	0	-4	0	0	-8	
Total	195	0	99	0	0	0	491	335	155	386	0	1662	
#11 SR-49 / Main (Drytown)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	14	0	13	0	0	0	0	0	0	0	0	27
Total	0	14	0	13	0	0	0	0	0	0	0	0	27
#12 SR-49 / Water-Amador Creek													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	0	0	5	0	0	0	0	10
Total	5	0	0	0	0	0	0	5	0	0	0	0	10
#13 SR-49 / Gopher Flat													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	0	0	4	0	0	0	0	9
Total	5	0	0	0	0	0	0	4	0	0	0	0	9
#14 SR-49 / Eureka													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	0	4	0	0	0	0	0	0	0	9
Total	0	5	0	0	4	0	0	0	0	0	0	0	9
#15 SR-49 / Church													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	0	4	0	0	0	0	0	0	0	9
Total	0	5	0	0	4	0	0	0	0	0	0	0	9
#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	7	3	4	0	0	0	0	0	21
Total	0	7	0	0	7	3	4	0	0	0	0	0	21
#17 SR-49 / Jackson Gate-Ione Martell													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	7	0	0	0	0	0	0	0	14
Total	0	7	0	0	7	0	0	0	0	0	0	0	14

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru					
#18 SR-49 / SR-88 (North)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	7	0	0	0	0	0	0	0	0	7
Total	0	0	0	7	0	0	0	0	0	0	0	0	7
#19 SR-49 / Sutter													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	6	0	0	0	0	0	0	0	13
Total	0	7	0	0	6	0	0	0	0	0	0	0	13
#20 SR-49 / Hoffman													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	6	0	0	0	0	0	0	0	12
Total	0	6	0	0	6	0	0	0	0	0	0	0	12
#21 SR-49 / Main (Jackson)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	1	5	0	0	0	0	0	0	0	11
Total	0	6	0	1	5	0	0	0	0	0	0	0	11
#22 SR-49 / SR-88 (South)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	0	5	0	0	0	0	0	0	0	10
Total	0	5	0	0	5	0	0	0	0	0	0	0	10
#23 SR-16 / SR-124													
Base	9	0	107	0	0	0	0	541	18	50	367	0	1092
Added	0	0	87	0	0	0	100	0	80	93	0	360	
PassBy	0	0	0	0	0	0	0	-4	0	0	0	-4	
Total	9	0	194	0	0	0	637	18	130	460	0	1448	
#24 SR-16 / Latrobe (Amador)													
Base	0	0	0	132	0	5	4	399	0	215	89	844	
Added	0	0	0	0	0	0	100	0	0	93	0	193	
PassBy	0	0	0	0	0	0	0	-4	0	0	0	-4	
Total	0	0	0	132	0	5	495	0	0	308	89	1033	
#25 SR-104 (Preston) / SR-124 (North)													
Base	105	190	136	33	207	31	24	19	76	134	17	22	994
Added	0	0	85	2	0	0	0	0	0	78	0	2	167
Total	105	190	221	35	207	31	24	19	76	212	17	24	1161
#26 SR-104 (Main) / SR-124 (Church)													
Base	174	6	11	2	7	16	32	183	221	3	136	3	796
Added	83	0	0	0	0	0	0	1	77	0	1	0	162
Total	257	6	11	2	7	16	32	184	298	3	137	3	958

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Friday
 PM Peak hour

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Friday
 PM Peak hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	

#36 SR-49 / Pleasant Valley
 Base 103 0 166 0 0 0 0 402 187 216 253 0 1328
 Added 11 0 42 0 0 0 0 0 12 45 0 0 110
 Total 114 0 208 0 0 0 0 402 199 261 253 0 1438

#27 SR-104 / SR-88
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#37 SR-16 / Ione
 Base 55 0 1 0 0 0 0 447 135 0 215 0 853
 Added 0 0 0 0 0 0 0 100 0 0 93 0 193
 PassBy 0 0 0 0 0 0 0 -4 0 0 0 -4 0
 Total 55 0 1 0 0 0 0 543 135 0 308 0 1042

#28 SR-88 / SR-124
 Base 0 0 0 3 0 143 133 388 0 0 283 2 952
 Added 0 0 0 0 0 73 79 4 0 0 3 0 159
 Total 0 0 0 3 0 216 212 392 0 0 286 2 1111

#38 SR-16 / Murietta South Pkwy
 Base 0 0 0 1 7 2 88 180 581 0 1 263 8 1131
 Added 0 0 0 0 0 0 0 100 0 0 92 0 192
 PassBy 0 0 0 0 0 0 0 -4 0 0 0 0 -4
 Total 0 0 0 1 7 2 88 180 577 0 1 355 8 1319

#29 SR-88 / SR-12 (North)
 Base 0 0 0 69 0 163 480 396 0 0 224 52 1585
 Added 0 0 0 0 0 62 67 0 0 0 0 0 129
 Total 0 0 0 69 0 425 547 396 0 0 224 52 1714

#39 SR-16 / Murietta Pkwy
 Base 92 122 34 34 71 111 195 653 112 28 284 34 1771
 Added 0 0 0 0 0 0 0 100 0 0 92 0 192
 PassBy 0 0 0 0 0 0 0 -4 0 0 0 0 -4
 Total 92 122 34 34 71 111 195 749 112 28 376 34 1959

#30 SR-88 / SR-12 (South)
 Base 30 761 2 3 468 251 264 1 19 2 3 2 1807
 Added 0 44 0 0 41 17 18 0 0 0 0 0 120
 Total 30 805 2 3 509 268 282 1 19 2 3 2 1927

#40 SR-16 / Stone House
 Base 0 0 0 71 0 4 14 889 0 0 423 39 1439
 Added 0 0 0 0 0 0 0 100 0 0 92 0 192
 PassBy 0 0 0 0 0 0 0 -4 0 0 0 0 -4
 Total 0 0 0 71 0 4 14 985 0 0 515 39 1627

#31 SR-88 / Kettleman
 Base 18 556 16 5 353 80 221 84 26 14 62 6 1440
 Added 0 39 0 0 36 5 6 0 0 0 0 0 86
 Total 18 595 16 5 389 85 227 84 26 14 62 6 1526

#41 SR-16 / Latrobe (Snc)
 Base 5 0 2 5 0 26 33 864 13 2 463 8 1422
 Added 0 0 0 0 0 0 0 100 0 0 92 0 192
 PassBy 0 0 0 0 0 0 0 -4 0 0 0 0 -4
 Total 5 0 2 5 0 26 33 960 13 2 555 8 1610

#32 SR-12 / SR-99 SB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 1 0 15 1 0 17
 Total 0 0 0 0 0 0 0 1 0 15 1 0 17

#42 SR-16 / Dillard
 Base 64 0 89 0 0 0 0 776 173 54 399 0 1555
 Added 0 0 1 0 0 0 0 98 0 1 91 0 191
 PassBy 0 0 0 0 0 0 0 -4 0 0 0 0 -4
 Total 64 0 90 0 0 0 0 870 173 55 490 0 1742

#33 SR-12 / SR-99 NB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 17 0 0 0 0 1 0 0 17 0 35
 Total 0 0 17 0 0 0 0 1 0 0 17 0 35

#43 SR-16 / Sloughhouse
 Base 4 0 54 0 0 0 0 939 8 29 532 0 1567
 Added 0 0 0 0 0 0 0 98 0 0 91 0 189
 PassBy 0 0 0 0 0 0 0 -4 0 0 0 0 -4
 Total 4 0 54 0 0 0 0 1033 8 29 623 0 1752

#34 Kettleman / SR-99 SB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 4 0 10 0 5 0 5 0 19
 Total 0 0 0 0 4 0 10 0 5 0 5 0 19

#44 SR-16 / SR-99 NB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 1 0 0 1 0 15
 Total 0 0 0 0 0 0 0 1 0 0 1 0 15

#35 Kettleman / SR-99 NB Ramps
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 5 5 0 5 0 15
 Total 0 0 0 0 0 0 0 5 5 0 5 0 15

Existing Plus Approved Plus Project A Phase I (2006) Friday
Ione Casino
PM Peak hour

Volume Northbound Southbound Eastbound Westbound Total
Type Left Thru Right Left Thru Right Left Thru Right Left Thru Right Volume

#44 SR-16 / Grant Line
Base 0 227 54 110 326 56 80 776 2 43 370 41 2085
Added 0 0 10 0 0 0 0 88 0 9 82 0 189
PassBy 0 0 0 0 0 0 0 0 -4 0 0 0 0 -4
Total 0 227 64 110 326 56 80 860 2 52 452 41 2270

#45 SR-16 / Sunrise
Base 4 329 57 328 831 118 83 480 22 37 254 172 2716
Added 0 0 5 22 0 0 0 61 0 5 56 21 170
PassBy 0 0 0 0 0 0 0 0 -4 0 0 0 0 -4
Total 4 329 62 350 831 118 83 537 22 42 310 193 2882

#46 SR-16 / Excelsior
Base 19 45 60 9 136 75 111 562 182 102 304 18 1622
Added 0 0 2 1 0 0 0 57 0 2 53 1 116
PassBy 0 0 0 0 0 0 0 0 -4 0 0 0 0 -4
Total 19 45 62 10 136 75 111 615 182 104 357 19 1734

#47 SR-16 / Bradshaw
Base 62 653 43 346 1119 489 268 525 77 55 291 122 4051
Added 0 0 2 7 0 0 0 47 0 2 44 7 109
PassBy 0 0 0 0 0 0 0 0 -4 0 0 0 0 -4
Total 62 653 45 353 1119 489 268 568 77 57 335 129 4156

#101 SR-49 / Project Access
Base 0 597 0 0 415 0 0 0 0 0 0 0 1002
Added 0 0 121 81 0 0 0 0 0 112 0 75 389
PassBy 0 -4 0 0 -4 0 0 0 0 0 0 0 -8
Total 0 583 121 81 411 0 0 0 112 0 75 1383

#174 SR-49 / Project Service Access
Base 0 587 0 0 415 0 0 0 0 0 0 0 1002
Added 0 121 81 0 112 0 0 0 75 0 0 0 389
PassBy 0 -2 0 0 -4 0 0 0 0 0 0 0 -6
Total 0 706 81 0 523 0 0 0 75 0 0 0 1385

#176 Internal Project Intersection
Base 0 0 0 0 0 0 0 0 0 0 0 0 0
Added 0 0 81 0 0 0 0 202 0 75 187 0 545
Total 0 0 81 0 0 0 0 202 0 75 187 0 545

Existing Plus Approved Plus Project A Phase I (2006) Friday
Ione Casino
PM Peak hour

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	27	152	0	0	96	4	3	0	11	0	0	0
7 SR-49 / Main-	48	120	234	15	103	18	14	63	44	110	53	13
8 SR-49 / Popla	36	469	0	0	264	6	6	0	40	0	0	0
9 SR-49 / Empir	115	467	5	3	322	6	9	1	92	1	6	2
10 SR-49 / SR-16	195	0	85	0	0	0	0	308	335	146	213	0
21 SR-16 / SR-12	9	0	107	0	0	0	0	541	18	50	367	0
24 SR-16 / Lacro	0	0	132	0	5	4	399	0	0	215	89	0
25 SR-104 (Frest	105	190	136	33	207	31	24	19	76	134	17	22
26 SR-104 (Main)	174	6	11	2	7	16	32	183	221	3	136	3
28 SR-88 / SR-12	0	0	0	3	0	143	133	388	0	0	0	0
101 SR-49 / Proje	0	587	0	0	415	0	0	0	0	0	0	0
174 SR-49 / Proje	0	587	0	0	415	0	0	0	0	0	0	0

Ione Casino

Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	L	T	L	T	L	T				
6 SR-49 / Mille	27	201	0	0	150	4	3	0	11	0	0	0
7 SR-49 / Main-	58	170	235	15	157	18	14	63	55	111	53	13
8 SR-49 / Poplar	39	530	0	0	330	6	6	0	43	0	0	0
9 SR-49 / Empir	122	531	5	3	391	6	9	1	100	1	6	2
10 SR-49 / SR-16	195	0	99	0	0	0	0	491	335	155	386	0
23 SR-16 / SR-12	9	0	194	0	0	0	0	637	18	130	460	0
24 SR-16 / Latro	0	0	0	132	0	5	4	495	0	0	308	89
25 SR-104 (Prest)	105	190	221	35	207	31	24	19	76	212	17	24
26 SR-104 (Main)	257	6	11	2	7	16	32	184	298	3	137	3
28 SR-88 / SR-12	0	0	0	3	0	216	212	392	0	0	286	2
101 SR-49 / Proje	0	583	121	81	411	0	0	0	0	112	0	75
174 SR-49 / Proje	0	706	81	0	523	0	0	0	0	0	75	0

Ione Casino

Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS		Veh C		Future Del/ LOS		Veh C		Change in
	A	C	A	C	A	C	A	C	
# 6 SR-49 / Miller Way	9.2	0.000	A	9.7	0.000	D	31.9	0.000	+0.446 D/V
# 7 SR-49 / Main-Fiddletown	21.7	0.000	C	11.1	0.000	B	12.0	0.000	+10.215 D/V
# 8 SR-49 / Poplar	11.1	0.000	B	22.7	0.000	D	27.6	0.000	+0.828 D/V
# 9 SR-49 / Empire	22.7	0.000	D	31.3	0.000	F	131.4	0.000	+4.915 D/V
# 10 SR-49 / SR-16	31.3	0.000	F	14.3	0.000	C	19.5	0.000	+100.016 D/V
# 23 SR-16 / SR-124	14.3	0.000	C	18.1	0.000	D	25.1	0.000	+5.194 D/V
# 24 SR-16 / Latrobe (Amador)	18.1	0.000	D	55.0	0.000	F	189.6	0.000	+6.973 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	55.0	0.000	F	20.6	0.000	D	34.6	0.000	+134.547 D/V
# 26 SR-104 (Main) / SR-124 (Church)	20.6	0.000	D	11.6	0.000	B	12.7	0.000	+14.077 D/V
# 28 SR-88 / SR-124	11.6	0.000	B	0.0	0.000	E	46.4	0.000	+1.082 D/V
#101 SR-49 / Project Access	0.0	0.000	E	0.0	0.000	E	44.5	0.000	+46.423 D/V
#174 SR-49 / Project Service Access	0.0	0.000	E	0.0	0.000	E	44.5	0.000	+44.462 D/V

Existing Plus Approved Plus Project A Phase I (2006) Friday
 Ione Casino
 PM Peak hour

Signal Warrant Summary Report

Intersection	Base	Future
# 6 SR-49 / Miller Way	???	Met
# 7 SR-49 / Main-Fiddletown	???	NO
# 8 SR-49 / Poplar	???	NO
# 9 SR-49 / Empire	???	NO
# 10 SR-49 / SR-16	???	Yes
# 23 SR-16 / SR-124	???	NO
# 24 SR-16 / Letrobe (Amador)	???	NO
# 25 SR-104 (Preston) / SR-124 (North)	???	Yes
# 26 SR-104 (Main) / SR-124 (Church)	???	NO
# 28 SR-88 / SR-124	???	NO
#101 SR-49 / Project Access	???	NO
#174 SR-49 / Project Service Access	???	NO

Existing Plus Approved Plus Project A Phase I (2006) Friday
 Ione Casino
 PM Peak hour

Signal Warrant Report

Intersection #6 SR-49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign

Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0

Final Vol.: 30 223 0 0 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0

ApproachDel: xxxxxx xxxxxx 5 3 0 1 0 0 13 0 0 0 0

Approach(eastbound) [lanes=1] [control=Stop] 9.7 xxxxxx

Signal Warrant Rule #1: {vehicle-hours=0.0}

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: {approach volume=16}

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: {approach count=3} {total volume=440}

FAIL - Total volume less than 650 for intersection with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Signal Warrant Report

Intersection #7 SR-49 / Main-Fiddletown
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1 0 0	0 0 1 0 0
Final Vol.:	61 178 246	15 165 19	14 66 57	116 56 13
ApproachDel:	xxxxxx	xxxxxx	15.5	31.9

Approach(eastbound)[lanes=2][control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.6)
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=137)
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=4) (total volume=1006)
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach(westbound)[lanes=1][control=Stop]
Signal Warrant Rule #1: (vehicle-hours=1.6)
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: (approach volume=185)
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: (approach count=4) (total volume=1006)
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Signal Warrant Report

Intersection #8 SR-19 / Poplar
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1 0 0	0 0 1 0 0
Final Vol.:	41 570 0	0 0 0 1 0	0 0 1 0 0	0 0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	12.0	xxxxxx

Approach(eastbound)[lanes=1][control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.2)
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: (approach volume=53)
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1026)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Friday
Ione Casino
PM Peak hour

Signal Warrant Report
Intersection #9 SR-49 / Empire
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 1 0 0 0 3 4 1 5 7 10 1 106 1 7 0 0 0 1 1 0 0
Final Vol.: 130 564 6 3 415 7 10 1 106 1 7 2
ApproachDel: xxxxxx xxxxxx 13.9

Approach(eastbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.5)
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=117]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1252]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.1)
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1252]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Existing Plus Approved Plus Project A Phase I (2006) Friday
Ione Casino
PM Peak hour

Signal Warrant Report
Intersection #10 SR-49 / SR-16
Future Volume Alternative: Peak Hour Warrant Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Final Vol.: 202 0 102 0 0 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
ApproachDel: 131.4 xxxxxx xxxxxx

Approach(northbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=11.1)
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=305]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1722]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Signal Warrant Report
Intersection #23 SR-16 / SR-124

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 0 1 0 0
Final Vol.: 10 0 200 0 0 0 0 0 658 18 134 475 0
ApproachDel: 19.5 xxxxxx xxxxxx xxxxxx

Approach(northbound) (lanes=2) (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=1.1)
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=210)
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1495)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Signal Warrant Report
Intersection #24 SR-16 / Latrobe (Amador)

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 1 0
Final Vol.: 0 0 0 0 138 0 5 4 517 0 0 322 93
ApproachDel: xxxxxx 25.1 xxxxxx xxxxxx

Approach(southbound) (lanes=1) (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=1.0)
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: (approach volume=143)
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1079)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Ione Casino

Signal Warrant Report
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Future Volume Alternative: Peak Hour Warrant Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Final Vol.: 111 201 233 37 218 33 25 20 80 223 18 25
 ApproachDel: xxxxxx xxxxxx 17.2 189.6

Approach(eastbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=0.6)
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=126)
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=4) [total volume=1225]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=14.0)
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=266)
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=4) [total volume=1225]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Ione Casino

Signal Warrant Report
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Final Vol.: 273 7 12 2 8 17 34 195 316 3 145 3
 ApproachDel: 34.6 11.7 xxxxxx xxxxxx

Approach(northbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=2.8)
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=292)
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=4) [total volume=1016]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach(southbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=0.1)
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=27)
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=4) [total volume=1016]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Signal Warrant Report

Intersection #28 SR-88 / SR-124

Future Volume Alternative: Peak Hour Warrant NOT Met

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 Uncontrolled Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0
Final Vol.: 0 0 0 0 3 0 0 234 230 425 0 0 310 2
ApproachDel: xxxxxx 12.7 xxxxxx xxxxxx

Approach[southbound] (lanes=2) [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.8)
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=238)
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) [total volume=1204]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Signal Warrant Report

Intersection #101 SR-49 / Project Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1
Final Vol.: 0 620 129 86 436 0 0 0 0 0 0 0 119 0 80
ApproachDel: xxxxxx xxxxxx xxxxxx 46.4

Approach[westbound] (lanes=2) [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=2.6)
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=199)
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) [total volume=1469]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Project A Phase I (2006) Friday
PM Peak hour

Signal Warrant Report
Intersection #174 SR-49 / Project Service Access
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0 0 0 1
Final Vol.: 0 750 86 0 555 0 0 0 0 0 80 0 0 0
ApproachDel: xxxxxx xxxxxx
44.5

Approach(westbound) lanes=2] (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=1.0)
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=80)
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1471)
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Project A Phase I (2006) Friday
PM Peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #6 SR-49 / Miller Way
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: A [9.7]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0

Volume Module:
Base Vol: 26 146 0 0 92 4 3 0 11 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 27 152 0 0 96 4 3 0 11 0 0 0
Added Vol: 0 53 0 0 58 0 0 0 0 0 0 0
PasserbyVol: 0 -4 0 0 -4 0 0 0 0 0 0 0
Initial Fut: 27 201 0 0 150 4 3 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 1.00
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 30 223 0 0 166 5 3 0 13 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 30 223 0 0 166 5 3 0 13 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx 6.4 xxxx 6.2 xxxxx xxxxx xxxxx
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 171 xxxxx xxxxx xxxxx xxxxx xxxxx 451 xxxxx 168 xxxxx xxxxx xxxxx
Potent Cap.: 1371 xxxxx xxxxx xxxxx xxxxx xxxxx 570 xxxxx 881 xxxxx xxxxx xxxxx
Move Cap.: 1371 xxxxx xxxxx xxxxx xxxxx xxxxx 560 xxxxx 881 xxxxx xxxxx xxxxx
Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx 0.01 xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 785 xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.7 xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx xxxxxx 9.7 xxxxxx
ApproachLOS: A

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #7 SR-49 / Main-Fiddletown

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: D (31.9)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module: 46 115 224 14 99 17 13 60 42 105 51 12
Base Vol: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 48 120 234 15 103 18 14 63 44 110 53 13
Added Vol: 10 54 1 0 58 0 0 0 0 11 1 0 0 0
PasserByVol: 0 -4 0 0 -4 0 0 0 0 0 0 0 0 0
Initial Fut: 58 170 235 15 157 18 14 63 55 111 53 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: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 61 178 246 15 165 19 14 66 57 116 56 13
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 61 178 246 15 165 19 14 66 57 116 56 13

Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
Critical Gp: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
Followupfim: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 183 xxxxx xxxxx 424 xxxxx xxxxx 662 750 174 689 637 301
Potential Cap.: 1356 xxxxx xxxxx 1104 xxxxx xxxxx 378 342 874 363 398 743
Move Cap.: 1356 xxxxx xxxxx 1104 xxxxx xxxxx 314 322 874 273 374 743
Volume/Cap: 0.04 xxxxx xxxxx 0.01 xxxxx xxxxx 0.05 0.20 0.07 0.42 0.15 0.02
Level Of Service Module:
Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
Stopped Del: 7.8 xxxxx xxxxx 8.3 xxxxx xxxxx xxxxx 9.4 xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 320 xxxxx xxxxx xxxxx 313 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.0 xxxxx xxxxx xxxxx 3.6 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 19.9 xxxxx xxxxx xxxxx 31.9 xxxxx
Shared LOS: * * * * * C * * * * * D * * * * *
ApproachDel: xxxxxx * * * * * 15.5 * * * * * 31.9 * * * * *
ApproachLOS: * * * * * C * * * * * D * * * * *

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #8 SR-49 / Poplar

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B (12.0)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include Include Include
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: 34 449 0 0 253 6 6 0 38 0 0 0
Base Vol: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 36 469 0 0 264 6 6 0 40 0 0 0
Added Vol: 3 65 0 0 70 0 0 0 3 0 0 0
PasserByVol: 0 -4 0 0 -4 0 0 0 0 0 0 0
Initial Fut: 39 530 0 0 330 6 6 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 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 41 570 0 0 355 7 7 0 46 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 41 570 0 0 355 7 7 0 46 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
Critical Gp: 4.2 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
Followupfim: 2.3 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 362 xxxxx xxxxx xxxxx xxxxx xxxxx 1011 xxxxx 358 xxxxx xxxxx xxxxx
Potential Cap.: 1164 xxxxx xxxxx xxxxx xxxxx xxxxx 288 xxxxx 690 xxxxx xxxxx xxxxx
Move Cap.: 1164 xxxxx xxxxx xxxxx xxxxx xxxxx 260 xxxxx 690 xxxxx xxxxx xxxxx
Volume/Cap: 0.04 xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx 0.07 xxxxx xxxxx xxxxx
Level Of Service Module:
Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 570 xxxxx xxxxx xxxxx
SharedQueue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 8.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 12.0 xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * B * * * * * B * * * * *
ApproachDel: xxxxxx * * * * * xxxxxx * * * * * xxxxxx * * * * *
ApproachLOS: * * * * * B * * * * * B * * * * *

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

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

Intersection #9 SR-49 / Empire
Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D [27.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 1 0 0 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 110 447 5 3 308 6 9 1 88 1 6 2
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 115 467 5 3 322 6 9 1 92 1 6 2
Added Vol: 7 68 0 0 73 0 0 0 8 0 0 0
PasserByVol: 0 -4 0 0 -4 0 0 0 0 0 0 0
Initial Fut: 122 531 5 3 391 6 9 1 100 1 6 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
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 130 564 6 3 415 7 10 1 106 1 7 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 130 564 6 3 415 7 10 1 106 1 7 2
Critical Gap Module:
Critical GP: 4.2 xxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 422 xxx xxxxxx 570 xxx xxxxxx 1256 1254 419 1305 1255 567
Potent Cap.: 1106 xxx xxxxxx 974 xxx xxxxxx 150 173 639 138 173 527
Move Cap.: 1106 xxx xxxxxx 974 xxx xxxxxx 130 151 639 103 151 527
Volume/Cap: 0.12 xxx xxxxxx 0.00 xxx xxxxxx 0.08 0.01 0.17 0.01 0.04 0.00

Level Of Service Module:
Queue: 0.4 xxx xxxxxx 0.0 xxx xxxxxx xxxxxx xxxx 0.6 xxxxxx xxx xxxxxx
Stopped Del: 8.7 xxx xxxxxx 8.7 xxx xxxxxx xxxxxx xxxx 11.8 xxxxxx xxx xxxxxx
LOS by Move: A A A A A A A A A A A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx 132 xxx xxxxxx xxx 169 xxxxxx
SharedQueue: xxx xxx xxxxxx xxx xxx xxxxxx 0.3 xxx xxxxxx xxxxxx 0.2 xxxxxx
Shrd StpDel: xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx 34.8 xxx xxxxxx xxxxxx 27.6 xxxxxx
Shared LOS: A A A A A A A A A A A A
ApproachDel: xxxxxx xxxxxx 13.9 B
ApproachLOS: B D

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

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

Intersection #10 SR-49 / SR-16
Average Delay (sec/veh): 24.1 Worst Case Level Of Service: F [131.4]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Channel Include Channel Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Volume Module:
Base Vol: 187 0 81 0 0 0 0 0 0 295 321 140 204 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 195 0 85 0 0 0 0 0 0 308 335 146 213 0
Added Vol: 0 0 14 0 0 0 0 0 0 187 0 13 173 0
PasserByVol: 0 0 0 0 0 0 0 0 0 -4 0 -4 0 0
Initial Fut: 195 0 99 0 0 0 0 0 0 491 335 155 386 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 202 0 102 0 0 0 0 0 0 509 347 161 400 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 202 0 102 0 0 0 0 0 0 509 347 161 400 0
Critical Gap Module:
Critical GP: 6.5 xxx xxxxxx 6.3 xxx xxx xxxxxx xxxxxx xxxxxx 4.2 xxx xxxxxx
FollowUpTim: 3.6 xxx xxx xxxxxx 3.4 xxx xxx xxxxxx xxxxxx xxxxxx 2.3 xxx xxxxxx

Capacity Module:
Conflict Vol: 1231 xxx 509 xxx xxx xxxxxx xxx xxx xxxxxx 509 xxx xxxxxx
Potent Cap.: 190 xxx 552 xxx xxx xxxxxx xxx xxx xxxxxx 1026 xxx xxxxxx
Move Cap.: 168 xxx 552 xxx xxx xxxxxx xxx xxx xxxxxx 1026 xxx xxxxxx
Volume/Cap: 1.21 xxx 0.18 xxx xxx xxxxxx xxx xxx xxxxxx 0.16 xxx xxxxxx
Level Of Service Module:
Queue: 11.2 xxx 0.7 xxx xxx xxxxxx xxx xxx xxxxxx 0.6 xxx xxxxxx
Stopped Del: 191.1 xxx 13.0 xxx xxx xxxxxx xxx xxx xxxxxx 9.2 xxx xxxxxx
LOS by Move: F B A A A A A A A A A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
SharedQueue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: A A A A A A A A A A A A
ApproachDel: 131.4 F
ApproachLOS: F

One Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

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

Intersection #25 SR-104 (Preston) / SR-124 (North)

Average Delay (sec/veh): 43.9 Worst Case Level of Service: F(189.6)

Approach: North Bound South Bound East Bound West Bound

Movement: L T R L T R L T R L T R L T R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Put, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol, Critical Gap, FollowUp, Capacity, Conflict, Potent, Move, Volume/Cap, Level of Service. Rows include Base Vol (101, 182, 130, 32, 198, 30, 23, 18, 73, 128, 16, 21), Growth Adj (1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04), Initial Bse (105, 190, 136, 33, 207, 31, 24, 19, 76, 134, 17, 22), Added Vol (0, 0, 85, 2, 0, 0, 0, 0, 0, 78, 0, 2), PasserByVol (0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0), Initial Put (105, 190, 221, 35, 207, 31, 24, 19, 76, 212, 17, 24), User Adj (1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00), PHF Adj (0.95, 0.95, 0.95, 0.95, 0.95, 0.95, 0.95, 0.95, 0.95, 0.95, 0.95, 0.95), PHF Volume (111, 201, 233, 37, 218, 33, 25, 20, 80, 223, 18, 25), Reduct Vol (0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0), Final Vol (111, 201, 233, 37, 218, 33, 25, 20, 80, 223, 18, 25), Critical Gap (4.2, 4.2, 4.2, 4.2, 4.2, 4.2, 4.2, 4.2, 4.2, 4.2, 4.2, 4.2), FollowUp (2.3, 2.3, 2.3, 2.3, 2.3, 2.3, 2.3, 2.3, 2.3, 2.3, 2.3, 2.3), Capacity (251, 433, 433, 870, 965, 235, 899, 865, 317), Conflict (1291, 1105, 1105, 274, 257, 809, 257, 288, 717), Potent (1291, 1105, 1105, 227, 225, 809, 195, 253, 717), Move (0.09, 0.03, 0.03, 0.11, 0.09, 0.10, 1.14, 0.07, 0.04), Volume/Cap (0.3, 0.3, 0.3, 0.1, 0.1, 0.1, 0.1, 0.1, 0.1), Level of Service (A, A, A, A, A, A, A, A, A, A, A, A), Stopped Del (8.1, 8.4, 8.4, 8.4, 8.4, 8.4, 8.4, 8.4, 8.4), LOS by Move (A, A, A, A, A, A, A, A, A), Movement (L-T, L-R, R-T, L-T, L-R, R-T, L-T, L-R, R-T, L-T, L-R, R-T), Shared Cap (xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx), Shared Queue (xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx), Shrd StpDel (xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx), Shared LOS (xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx), ApproachDel (xxxx, 17.2, 189.6), ApproachLOS (xxxx, C, F).

One Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

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

Intersection #26 SR-104 (Main) / SR-124 (Church)

Average Delay (sec/veh): 10.5 Worst Case Level of Service: D(34.6)

Approach: North Bound South Bound East Bound West Bound

Movement: L T R L T R L T R L T R L T R

Control: Uncontrolled Uncontrolled Stop Sign Uncontrolled

Rights: Include Include Include Include

Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0

Volume Module:

Table with 18 columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Put, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol, Critical Gap, FollowUp, Capacity, Conflict, Potent, Move, Volume/Cap, Level of Service. Rows include Base Vol (167, 6, 11, 2, 7, 15, 31, 175, 212, 3, 130, 3), Growth Adj (1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04, 1.04), Initial Bse (174, 6, 11, 2, 7, 16, 32, 183, 221, 3, 136, 3), Added Vol (83, 0, 0, 0, 0, 0, 0, 0, 0, 1, 77, 0), PasserByVol (0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0), Initial Put (257, 6, 11, 2, 7, 16, 32, 184, 298, 3, 137, 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 (0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94), PHF Volume (273, 7, 12, 2, 8, 17, 34, 195, 316, 3, 145, 3), Reduct Vol (0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0), Final Vol (273, 7, 12, 2, 8, 17, 34, 195, 316, 3, 145, 3), Critical Gap (7.2, 6.6, 6.3, 7.2, 6.6, 6.3, 4.2, 4.2, 4.2, 4.2, 4.2, 4.2), FollowUp (3.5, 4.0, 3.3, 3.5, 4.0, 3.3, 2.3, 2.3, 2.3, 2.3, 2.3, 2.3), Capacity (587, 577, 353, 585, 733, 147, 148, 148, 511), Conflict (417, 423, 684, 418, 344, 892, 1409, 1409, 1034), Potent (393, 412, 684, 397, 334, 892, 1409, 1409, 1034), Move (0.69, 0.02, 0.02, 0.01, 0.02, 0.02, 0.02, 0.02, 0.02), Volume/Cap (0.69, 0.02, 0.02, 0.01, 0.02, 0.02, 0.02, 0.02, 0.02), Level of Service (B, B, B, B, B, B, B, B, B), Stopped Del (xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx, xxxx), LOS by Move (A, A, A, A, A, A, A, A, A), Movement (L-T, L-R, R-T, L-T, L-R, R-T, L-T, L-R, R-T, L-T, L-R, R-T), Shared Cap (xxxx, 400, 400, 561, 561, 561, 561, 561, 561), Shared Queue (xxxx, 5.7, 5.7, 11.7, 11.7, 11.7, 11.7, 11.7, 11.7), Shrd StpDel (xxxx, 34.6, 34.6, 11.7, 11.7, 11.7, 11.7, 11.7, 11.7), Shared LOS (xxxx, D, D, B, B, B, B, B, B), ApproachDel (34.6, 11.7, 11.7, 11.7, 11.7, 11.7, 11.7, 11.7, 11.7), ApproachLOS (D, D, B, B, B, B, B, B, B).

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: B (12.7)

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

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

Volume Module:
Base Vol: 0 0 0 3 0 137 127 371 0 0 271 2

Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Initial Bse: 0 0 0 3 0 193 133 388 0 0 283 2

Added Vol: 0 0 0 0 0 73 79 4 0 0 3 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 3 0 216 212 392 0 0 286 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

PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92

PHF Volume: 0 0 0 3 0 234 230 425 0 0 310 2

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 0 3 0 234 230 425 0 0 310 2

Critical Gap Module:
Critical Gap:xxxxx xxxx xxxxx 6.5 xxxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx

FollowUpTim:xxxxx xxxx xxxxx 3.6 xxxx 3.4 2.3 xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: xxxxx xxxx xxxxx 1195 xxxx 311 313 xxxxx xxxxx xxxxx xxxxx

Potent Cap.: xxxxx xxxx xxxxx 200 xxxx 715 1220 xxxxx xxxxx xxxxx xxxxx

Move Cap.: xxxxx xxxx xxxxx 171 xxxx 715 1220 xxxxx xxxxx xxxxx xxxxx

Volume/Cap: xxxxx xxxx xxxxx 0.02 xxxx 0.33 0.19 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxx xxxxx 0.1 xxxx 1.4 0.7 xxxxx xxxxx xxxxx xxxxx

Stopped Del:xxxxx xxxx xxxxx 26.4 xxxx 12.5 8.6 xxxxx xxxxx xxxxx xxxxx

LOS by Move: * * * * * D * * * * * A * * * * * B * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: E (46.4)

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

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

Volume Module:
Base Vol: 0 562 0 0 397 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Initial Bse: 0 587 0 0 415 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 0 0 121 81 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 -4 0 0 -4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 583 121 81 411 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94

PHF Volume: 0 620 129 86 436 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0

Final Vol.: 0 620 129 86 436 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap:xxxxx xxxx xxxxx 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2

FollowUpTim:xxxxx xxxx xxxxx 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3

Capacity Module:
Conflict Vol: xxxxx xxxx xxxxx 748 xxxxx xxxxx xxxxx xxxxx xxxxx 684

Potent Cap.: xxxxx xxxx xxxxx 834 xxxxx xxxxx xxxxx xxxxx xxxxx 452

Move Cap.: xxxxx xxxx xxxxx 834 xxxxx xxxxx xxxxx xxxxx xxxxx 452

Volume/Cap: xxxxx xxxx xxxxx 0.10 xxxxx xxxxx xxxxx xxxxx xxxxx 0.71 xxxxx 0.18

Level Of Service Module:
Queue: xxxxx xxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx 4.3 xxxxx 0.6

Stopped Del:xxxxx xxxx xxxxx 9.8 xxxxx xxxxx xxxxx xxxxx xxxxx 14.7

LOS by Move: * * * * * A * * * * * A * * * * * F * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

 Ione Casino
 Existing Plus Approved Project A Phase I (2006) Friday
 PM Peak hour

 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #174 SR-49 / Project Service Access

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: E [44.5]

```

Approach:
Movement: L - North Bound      L - T - R      L - T - R      L - T - R
            |                   |                   |                   |
            | Uncontrolled     | Uncontrolled   | Stop Sign       | Stop Sign
            | Include          | Include          | Include          | Include
Lanes:      0 0 0 1 0 0      0 0 1 0 0 0      0 0 0 0 0 0      1 0 0 0 0 1
    
```

Volume Module:

```

Base Vol:      0 562  0  0 397  0  0  0  0  0  0  0  0  0  0  0  0  0
Growth Adj:   1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse:   0 587  0  0 415  0  0  0  0  0  0  0  0  0  0  0  0  0
Added Vol:    0 121  81  0 112  0  0  0  0  0  0  0  0  0  0  0  0  0
PassesVol:    0 -2  0  0 -4  0  0  0  0  0  0  0  0  0  0  0  0  0
Initial Fut:   0 706  81  0 523  0  0  0  0  0  0  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 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume:   0 750  86  0 555  0  0  0  0  0  0  0  0  0  0  0  0  0
Reduct Vol:   0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0  0
Final Vol.:   0 750  86  0 555  0  0  0  0  0  0  0  0  0  0  0  0  0
    
```

Critical Gap Module:

```

Critical Gap:xxxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpTim:xxxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
    
```

Capacity Module:

```

Conflict Vol: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Potential Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
    
```

Level Of Service Module:

```

Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del:xxxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
    
```

```

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
SharedQueue:xxxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel:xxxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
ApproachLOS: xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx xxxxxxx
    
```

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

 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Average Delay (sec/veh): 8.6 Worst Case Level Of Service: D (28.0)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 174 6 11 2 7 16 32 183 221 3 136 3
 Added Vol: 83 0 0 0 0 0 0 0 0 1 77 0 1 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 257 6 11 2 7 16 32 184 298 3 137 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: 257 6 11 2 7 16 32 184 298 3 137 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 257 6 11 2 7 16 32 184 298 3 137 3
 Critical Gap Module:
 Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
 FollowupTm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 554 544 333 551 692 138 140 xxxxx xxxxx 482 xxxxx xxxxx
 Potent Cap: 439 442 702 440 364 902 1419 xxxxx xxxxx 1060 xxxxx xxxxx
 Move Cap: 416 411 702 420 354 902 1419 xxxxx xxxxx 1060 xxxxx xxxxx
 Volume/Cap: 0.62 0.01 0.02 0.00 0.02 0.02 0.02 xxxxx xxxxx 0.00 xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 7.6 xxxxx xxxxx 8.4 xxxxx xxxxx
 LOS by Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: 423 xxxxx xxxxx 583 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx 4.5 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx 28.0 xxxxx xxxxx 11.5 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * D * * * * * B * * * * *
 ApproachDel: * * * * * 11.5 * * * * * xxxxxx * * * * *
 ApproachLOS: * * * * * D * * * * * B * * * * *

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

 Intersection #28 SR-88 / SR-124
 Average Delay (sec/veh): 4.0 Worst Case Level Of Service: B (12.1)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 0 3 0 137 127 371 0 0 271 2
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 0 3 0 143 133 388 0 0 283 2
 Added Vol: 0 0 0 0 0 0 73 79 4 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 3 0 216 212 392 0 0 286 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 0 3 0 216 212 392 0 0 286 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 0 3 0 216 212 392 0 0 286 2
 Critical Gap Module:
 Critical Gp: xxxxx xxxxx xxxxx xxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx
 FollowupTm: xxxxx xxxxx xxxxx xxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: xxxxx xxxxx xxxxx 1102 xxxxx 287 288 xxxxx xxxxx xxxxx xxxxx
 Potent Cap: xxxxx xxxxx xxxxx 228 xxxxx 738 1246 xxxxx xxxxx xxxxx xxxxx
 Move Cap: xxxxx xxxxx xxxxx 198 xxxxx 738 1246 xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: xxxxx xxxxx xxxxx 0.02 xxxxx 0.29 0.17 xxxxx xxxxx xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx 0.0 xxxxx 1.2 0.6 xxxxx xxxxx xxxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxx 23.4 xxxxx 11.9 8.5 xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * * C * * * * * B * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: *
 ApproachLOS: *

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)

Average Delay (sec/veh): 17.6 Worst Case Level of Service: F (50.2)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Uncontrolled Uncontrolled Uncontrolled
 Rights: Include Channel Include Include Include
 Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0

Volume Module:
 Base Vol.: 0 0 0 0 66 0 348 460 379 0 0 214 50
 Growth Adj.: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 0 69 0 363 480 396 0 0 224 52
 Added Vol.: 0 0 0 0 0 0 62 67 0 0 0 0 0
 PasserByVol.: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 0 0 0 0 69 0 425 547 396 0 0 224 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: 0 0 0 0 69 0 425 547 396 0 0 224 52
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 0 69 0 425 547 396 0 0 224 52

Critical Gap Module:
 Critical Gap: 6.5 xxx 6.3 4.1 xxx xxx xxx xxx xxx xxx
 FollowUpTim: xxx xxx 3.6 xxx 3.4 2.2 xxx xxx xxx xxx xxx
 Capacity Module:
 Conflict Vol.: 1740 xxx 250 276 xxx xxx xxx xxx xxx
 Potent Cap.: xxx xxx xxx 92 xxx 775 1276 xxx xxx xxx xxx
 Move Cap.: xxx xxx xxx 61 xxx 775 1276 xxx xxx xxx xxx
 Volume/Cap.: xxx xxx xxx 1.12 xxx 0.55 0.43 xxx xxx xxx
 Level of Service Module:
 Queue: xxx xxx xxx 5.6 xxx 3.4 2.2 xxx xxx xxx xxx
 Stopped Del: xxx xxx xxx 266.2 xxx 15.2 9.9 xxx xxx xxx
 LOS by Move: * * * F * C * A *
 Movement: * * * * * * *
 Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx
 SharedQueue: xxx xxx xxx xxx xxx xxx xxx
 Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx
 Shared LOS: * * * * *
 ApproachDel: xxx xxx 50.2 F
 ApproachLOS: * * * * *

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)

Average Delay (sec/veh): 111.3 Worst Case Level of Service: F (708.1)
 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 Uncontrolled Uncontrolled Uncontrolled
 Rights: Include Channel Include Include Include
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 0 1 0 1 0 1 0

Volume Module:
 Base Vol.: 29 729 2 3 448 240 253 1 18 2 3 2
 Growth Adj.: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 30 761 2 3 468 251 264 1 19 2 3 2
 Added Vol.: 0 44 0 0 41 17 18 0 0 0 0 0
 PasserByVol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 30 805 2 3 509 268 282 1 19 2 3 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: 30 805 2 3 509 268 282 1 19 2 3 2
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 30 805 2 3 509 268 282 1 19 2 3 2

Critical Gap Module:
 Critical Gap: 4.1 xxx xxx 4.2 xxx xxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpTim: 2.2 xxx xxx 2.3 xxx xxx 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol.: 509 xxx xxx 808 xxx xxx 1385 1383 509 1526 1382 806
 Potent Cap.: 1066 xxx xxx 800 xxx xxx 119 142 560 95 142 379
 Move Cap.: 1066 xxx xxx 800 xxx xxx 114 138 560 89 138 379
 Volume/Cap.: 0.03 xxx xxx 0.00 xxx xxx 2.48 0.01 0.03 0.02 0.02 0.01
 Level of Service Module:
 Queue: 0.1 xxx xxx 0.0 xxx xxx xxx xxx xxx 0.1 xxx xxx
 Stopped Del: 8.5 xxx xxx 9.5 xxx xxx xxx xxx xxx 11.6 xxx xxx
 LOS by Move: A * * A * * B * *
 Movement: * * * * *
 Shared Cap.: xxx xxx xxx xxx xxx xxx 114 xxx xxx 142 xxx
 SharedQueue: xxx xxx xxx xxx xxx xxx 25.4 xxx xxx 0.2 xxx
 Shrd StpDel: xxx xxx xxx xxx xxx xxx 754.3 xxx xxx 31.8 xxx
 Shared LOS: * * * * *
 ApproachDel: xxx xxx 708.1 F
 ApproachLOS: * * * * *

Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #31 SR-88 / Kettleman
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.747
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.2
 Optimal Cycle: 54 Level of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: 3 7 7 3 7 7 7 7 7 7 7 7 7 7 7
 Min. Green: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0
 Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0
 Volume Module:
 Base Vol: 17 532 15 5 338 77 212 80 25 13 59 6
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 18 556 16 5 353 80 221 84 26 14 62 6
 Added Vol: 0 0 0 0 36 5 6 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 18 595 16 5 389 85 227 84 26 14 62 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: 18 595 16 5 389 85 227 84 26 14 62 6
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 18 595 16 5 389 85 227 84 26 14 62 6
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 18 595 16 5 389 85 227 84 26 14 62 6
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.93 0.93 0.93 0.95 0.95 0.95
 Lanes: 1.00 0.97 0.03 1.00 0.82 0.18 0.67 0.25 0.08 0.17 0.75 0.08
 Final Sat.: 1702 1739 46 1702 1429 314 1192 438 137 302 1370 139
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.34 0.34 0.00 0.27 0.27 0.19 0.19 0.19 0.04 0.04 0.04
 Crit Moves: ****
 Green/Cycle: 0.06 0.38 0.38 0.06 0.38 0.38 0.21 0.21 0.21 0.13 0.13 0.13
 Volume/Cap: 0.19 0.90 0.90 0.06 0.72 0.72 0.90 0.90 0.90 0.35 0.35 0.35
 Delay/Veh: 25.3 30.7 30.7 24.4 18.0 18.0 44.3 44.3 44.3 22.3 22.3 22.3
 User DelRdJ: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 25.3 30.7 30.7 24.4 18.0 18.0 44.3 44.3 44.3 22.3 22.3 22.3
 HCM2kAVG: 0 14 13 0 8 8 10 10 9 2 2 2

Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Level of Service Computation Report
 2000 HCM 4-way Stop Method (Future Volume Alternative)
 Intersection #36 SR-49 / Pleasant Valley
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.925
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 26.4
 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 L T R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Min. Green: 0 0 11 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 11 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 99 0 159 0 0 0 0 0 385 179 207 242 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 103 0 166 0 0 0 0 402 187 216 253 0
 Added Vol: 11 0 42 0 0 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 114 0 208 0 0 0 0 402 189 261 253 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: 114 0 208 0 0 0 0 402 189 261 253 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 114 0 208 0 0 0 0 402 199 261 253 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
 Final Vol: 114 0 208 0 0 0 0 402 199 261 253 0
 Saturation Flow Module:
 Sat/Lane: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Adjustment: 0.35 0.00 0.65 0.00 0.00 0.00 0.00 0.67 0.33 1.00 1.00 1.00
 Lanes: 201 0 366 0 0 0 0 435 215 522 562 0
 Final Sat.: 0.57 0.00 0.57 0.00 0.00 0.00 0.00 0.92 0.50 0.45 0.45
 Capacity Analysis Module:
 Vol/Sat: 0.57 0.00 0.57 0.00 0.00 0.00 0.00 0.92 0.50 0.45 0.45
 Crit Moves: ****
 Delay/Veh: 16.5 0.0 16.5 0.0 0.0 0.0 0.0 41.5 15.9 13.8 0.0
 AdjDel/Veh: 16.5 0.0 16.5 0.0 0.0 0.0 0.0 41.5 15.9 13.8 0.0
 LOS by Move: C * * * * * E * C B *
 ApproachDel: 16.5 16.5 16.5 16.5 16.5 16.5 16.5 41.5 14.9
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 16.5 16.5 16.5 16.5 16.5 16.5 16.5 41.5 14.9
 LOS by Appr: C * * * * * E * C B *

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Friday
PM Peak hour

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #37 SR-16 / Ione
 Average Delay (Isec/Veh): 1.0 Worst Case Level of Service: C (19.3)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 1 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0
 Volume Module:
 Base Vol: 53 0 1 0 0 0 0 428 129 0 206 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 55 0 0 0 0 0 447 135 0 215 0
 Added Vol: 0 0 0 0 0 0 100 0 0 93 0
 PasserByVol: 0 0 0 0 0 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 Volume: 55 0 1 0 0 0 0 543 135 0 308 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 55 0 1 0 0 0 0 543 135 0 308 0
 Critical Gap Module:
 Critical Gap: 6.4 xxxxx
 FollowUpTim: 3.5 xxxxx
 Capacity Module:
 Conflict Vol: 919 xxxxx
 Percent Cap.: 304 xxxxx
 Move Cap.: 304 xxxxx
 Volume/Cap.: 0.18 xxxxx
 Level of Service Module:
 Queue: 0.7 xxxxx
 Stopped Del: 19.5 xxxxx
 LOS by Move: C * B
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: 19.3 C
 ApproachLOS: * * * * *

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #38 SR-16 / Murietta South Pkwy
 Cycle (sec): 90 Critical Vol./Cap. (X): 0.534
 Loss Time (sec): 30 (V+R = 4 sec) Average Delay (Sec/Veh): 16.8
 Optimal Cycle: 30 Level of Service: 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
 Lanes: 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0
 Volume Module:
 Base Vol: 0 0 1 7 2 84 172 556 0 1 252 8
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 1 7 2 88 180 581 0 1 263 8
 Added Vol: 0 0 0 0 0 0 0 100 0 0 92 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 1 7 2 88 180 677 0 1 355 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 1 7 2 88 180 677 0 1 355 8
 Reduct Vol: 0 0 0 0 0 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
 Final Vol.: 0 0 1 7 2 88 180 677 0 1 355 8
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 0.87 0.79 0.79 0.85 0.92 0.97 1.00 0.92 0.97 0.97
 Lanes: 0.00 0.00 1.00 0.78 0.22 1.00 1.00 1.00 0.00 1.00 0.96 0.92
 Final Sat.: 0 0 1644 1164 333 1615 1753 1845 0 1753 1797 42
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.05 0.10 0.37 0.00 0.00 0.20 0.20
 Crit Moves: *****
 Green/Cycle: 0.00 0.00 0.17 0.17 0.17 0.47 0.30 0.43 0.00 0.10 0.23 0.23
 Volume/Cap: 0.00 0.00 0.00 0.04 0.04 0.12 0.34 0.85 0.00 0.01 0.85 0.85
 Delay/Veh: 0.0 0.0 10.4 10.5 10.5 4.6 8.6 16.0 0.0 12.2 25.5 25.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 10.4 10.5 10.5 4.6 8.6 16.0 0.0 12.2 25.5
 HCM2KAVG: 0 0 0 0 0 1 2 9 0 0 0 0

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

Intersection #39 SR-16 / Murietta Pkwy
Critical Vol./Cap. (X): 0.685
Cycle Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.4
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 Protected Protected Protected
Rights: Ovl Ovl Ovl Ovl Ovl Ovl Ovl
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0 0 1 0

Volume Module:

Base Vol: 88 117 33 33 68 106 187 625 107 27 272 33
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 92 122 34 34 71 111 195 653 112 28 284 34
Added Vol: 0 0 0 0 0 0 0 0 100 0 0 92 0
PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0 0
Initial Fut: 92 122 34 34 71 111 195 749 112 28 376 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: 92 122 34 34 71 111 195 749 112 28 376 34
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module: 0 0 0 0 0 0 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
Final Vol: 92 122 34 34 71 111 195 749 112 28 376 34

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.92 0.97 0.83 0.92 0.96 0.96
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1668 153

Capacity Analysis Module:

Vol/Sat: 0.05 0.06 0.02 0.02 0.04 0.07 0.11 0.41 0.07 0.02 0.23 0.23
Crit Moves: ****
Green/Cycle: 0.06 0.15 0.21 0.06 0.15 0.32 0.18 0.47 0.53 0.06 0.36 0.36
Volume/Cap: 0.80 0.43 0.10 0.30 0.25 0.21 0.63 0.87 0.13 0.25 0.63 0.63
Delay/Veh: 52.8 19.3 15.0 22.5 18.2 11.7 22.2 20.5 5.6 22.1 14.6 14.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 52.8 19.3 15.0 22.5 18.2 11.7 22.2 20.5 5.6 22.1 14.6 14.6
HCM2KAVg: 4 2 0 1 1 1 4 14 1 1 6 6

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

Intersection #40 SR-16 / Stone House
Average Delay (sec/veh): 3.0 Worst Case Level of Service: F (62.4)

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

Volume Module:

Base Vol: 0 0 0 0 68 0 4 13 851 0 0 405 37
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 0 71 0 4 14 889 0 0 423 39
Added Vol: 0 0 0 0 0 0 0 0 100 0 0 92 0
PasserByVol: 0 0 0 0 0 0 0 0 -4 0 0 0 0
Initial Fut: 0 0 0 0 71 0 4 14 985 0 0 515 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 0 71 0 4 14 985 0 0 515 39
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 0 71 0 4 14 985 0 0 515 39

Critical Gap Module:

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

Capacity Module:

Chflict Vol: xxx xx xx xxxxx 1546 xxxxx 534 554 xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxx xx xx xxxxx 127 xxxxx 550 1012 xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxx xx xx xxxxx 126 xxxxx 550 1012 xxxxx xxxxx xxxxx xxxxx
Volume/Cap.: xxx xx xx xxxxx 0.56 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx

Existing Plus Approved Plus Project A Phase I (2006) Friday PM Peak hour

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #41 SR-16 / Latrobe (Sac)
Average Delay (sec/veh): 0.8 Worst Case Level of Service: E [43.3]
Approach: North Bound South Bound East Bound West Bound

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

Volume Module:
Base Vol: 5 0 2 5 0 25 32 827 12 2 443 8
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx xxx
FollowUpTime: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx 2.2 xxx xxx

Capacity Module:
Conflict Vol: 1609 xxx 966 1597 xxx 559 563 xxx xxx 972 xxx xxx
Potential Cap: 85 xxx 311 87 xxx 532 1003 xxx xxx 705 xxx xxx

Queue: xxx xxx 0.0 xxx xxx 0.2 0.1 xxx xxx 0.0 xxx xxx
LOS by Move: C * B A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: 79 xxx xxx 84 xxx xxx 84 xxx xxx xxx xxx xxx xxx
Shared Queue: 0.2 xxx xxx 0.2 xxx xxx xxx xxx xxx xxx xxx xxx

Existing Plus Approved Plus Project A Phase I (2006) Friday PM Peak hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
Intersection #42 SR-16 / Dillard
Cycle Time (sec): 9 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.827
Loss Time (sec): 0 Average Delay (sec/veh): 14.7
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: Permitted Permitted Protected Protected
Rights: 5 0 1 1 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 61 0 85 0 0 0 0 743 166 52 382 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx xxx
FollowUpTime: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx 2.2 xxx xxx

Capacity Module:
Conflict Vol: 1609 xxx 966 1597 xxx 559 563 xxx xxx 972 xxx xxx
Potential Cap: 85 xxx 311 87 xxx 532 1003 xxx xxx 705 xxx xxx

Queue: xxx xxx 0.0 xxx xxx 0.2 0.1 xxx xxx 0.0 xxx xxx
LOS by Move: C * B A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap: 79 xxx xxx 84 xxx xxx 84 xxx xxx xxx xxx xxx xxx
Shared Queue: 0.2 xxx xxx 0.2 xxx xxx xxx xxx xxx xxx xxx xxx

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #43 SR-16 / Sloughhouse
Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C (22.4)
Loss Time (sec): 12 (Y:R = 4 sec) Critical Vol./Cap. (X): 0.987
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: Stop Sign Stop Sign Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 4 0 52 0 0 0 0 0 899 8 28 509 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 4 0 54 0 0 0 0 939 8 29 532 0
Added Vol: 0 0 0 0 0 0 0 98 0 0 91 0
PasserByVol: 0 0 0 0 0 0 0 0 -4 0 0 0
Initial Fut: 4 0 54 0 0 0 0 1033 8 29 623 0
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 Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Reduct Vol: 4 0 54 0 0 0 0 1033 8 29 623 0
Final Vol: 4 0 54 0 0 0 0 1033 8 29 623 0
Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx 4.1 xxx xxxxx
FollowUpLim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol: 1718 xxxxx 1037 xxxxx xxxxx xxxxx xxxxx 1041 xxxxx xxxxx
Potent Cap.: 100 xxxxx 283 xxxxx xxxxx xxxxx xxxxx 664 xxxxx xxxxx
Move Cap.: 96 xxxxx 283 xxxxx xxxxx xxxxx xxxxx 664 xxxxx xxxxx
Volume/Cap: 0.04 xxxxx 0.19 xxxxx xxxxx xxxxx xxxxx 0.04 xxxxx xxxxx
Level Of Service Module:
Queue: 0.1 xxxxx 0.7 xxxxx xxxxx xxxxx xxxxx 10.7 xxxxx xxxxx
Stopped Del: 44.0 xxxxx 20.7 xxxxx xxxxx xxxxx xxxxx 10.7 xxxxx xxxxx
LOS by Move: E C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx
SharedQueue: xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx
Shrd Suppl: xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx
Shared LOS: * * * * *
ApproachDel: 22.4 C
ApproachLOS: C

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #44 SR-16 / Grant Line
Cycle (sec): 0 Critical Vol./Cap. (X): 0.987
Loss Time (sec): 12 (Y:R = 4 sec) Average Delay (sec/veh): 83.0
Optimal Cycle: 180 Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0
Volume Module:
Base Vol: 0 217 52 105 312 54 77 743 2 41 354 39
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 227 54 110 326 56 80 776 2 43 370 41
Added Vol: 0 0 10 0 0 0 0 88 0 9 82 0
PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0
Initial Fut: 0 227 64 110 326 56 80 860 2 52 452 41
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 227 64 110 326 56 80 860 2 52 452 41
Reduct Vol: 0 0 0 0 0 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 227 64 110 326 56 80 860 2 52 452 41
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
Lanes: 0.00 0.78 0.22 0.22 0.22 0.67 0.11 1.00 0.99 0.01 1.00 0.92 0.08
Final Sat.: 0.1436 407 412 1225 212 1753 1840 4 1753 1672 151
Capacity Analysis Module:
Vol/Sat: 0.00 0.16 0.16 0.27 0.27 0.27 0.05 0.47 0.47 0.03 0.27 0.27
Crit Moves: * * * * *
Green/Cycle: 0.00 0.16 0.16 0.27 0.27 0.27 0.07 0.47 0.47 0.03 0.43 0.43
Volume/Cap: 0.00 0.99 0.99 0.99 0.99 0.99 0.83 0.99 0.99 0.99 0.63 0.63
Delay/Veh: 0.0 124 124.0 102.1 102 102.1 90.5 73.9 73.9 206.3 41.6 41.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 124 124.0 102.1 102 102.1 90.5 73.9 73.9 206.3 41.6 41.6
HCM2kAvg: 0 20 20 32 32 33 5 53 15 5 21 21

 Level Of Service Computation Report
 2000 HCM Operations Method (Future Volumes Alternative)
 Intersection #45 SR-16 / Sunrise

 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior

 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior

 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior

 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior

 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Scenario Report
 Scenario: 2006 Ex + Ap + Alt A (Ph I) Saturday
 Command: 2006 Ex + Ap + Alt A (Ph I) Saturday
 Volume: 2006 Ex + Ap + A Saturday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2006 Alt A (Ph I) Saturday
 Trip Distribution: Existing
 Paths: Existing
 Routes: 2006 (Anedor Bypass)
 Configuration: Existing

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Trip Generation Report

Forecast for 2006 Alt A (Ph I) Saturday

Zone #	Subzone	Amount	Units	Rate		Trips		Trips Total	
				In	Out	In	Out	In	Out
1	Ione Casino-	1.00	Ione Casino	375.00	375.00	375	375	750	100.0
	Zone 1 Subtotal					375	375	750	100.0

 TOTAL 375 375 750 100.0

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Trip Distribution Report

Percent Of Trips Default

Zone	1	2	3	4	5	6	7	8	9	10	11
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
	To Gates										
12	13	14	15	16	17	18	19	20	21	22	
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
	To Gates										
23	24	25	26								
1	0.1	0.8	1.4	1.6							

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Turning Movement Report

2006 Alt A (Ph I) Saturday

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#1 Latrobe / Old Sacramento									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	27	0	0	0	0	0	27
Total	0	0	27	0	0	0	0	0	54
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	22	5	0	54
Total	5	0	0	0	0	22	5	0	54
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	18	4	0	44
Total	4	0	0	0	0	18	4	0	44
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	14	4	0	36
Total	4	0	0	0	0	14	4	0	36
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	14	0	0	28
Total	0	0	0	0	0	14	0	0	28
#6 SR-49 / Miller Way									
Base	13	164	0	0	101	4	1	0	302
Added	0	76	0	0	0	0	0	0	152
PassBY	0	-5	0	0	-6	0	0	0	-11
Total	13	235	0	0	171	4	1	0	443
#7 SR-49 / Main-Fiddletown									
Base	40	100	117	13	84	16	18	39	713
Added	14	77	2	0	77	0	0	14	186
PassBY	0	-5	0	0	-6	0	0	0	-11
Total	54	172	119	13	155	16	18	39	888
#8 SR-49 / Poplar									
Base	27	306	0	0	319	4	5	0	697
Added	4	93	0	0	93	0	0	4	194
PassBY	0	-5	0	0	-6	0	0	0	-11
Total	31	394	0	0	406	4	5	4	880

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total					
	Left	Right	Left	Right	Left	Right	Left	Right						
#9 SR-49 / Empire														
Base	54	303	3	1	351	10	19	0	178	3	2	0	0	924
Added	10	97	0	0	97	0	0	10	0	0	0	0	0	214
Passby	0	-5	0	0	-5	0	0	0	0	0	0	0	0	-11
Total	64	395	3	1	442	10	19	0	188	3	2	0	0	1127
#10 SR-49 / SR-16														
Base	265	0	105	0	0	0	151	171	175	218	0	0	0	1087
Added	0	19	0	0	0	0	248	0	19	248	0	534	0	534
Passby	0	0	0	0	0	0	-5	0	-6	0	0	-11	0	-11
Total	265	19	105	0	0	0	394	171	188	466	0	1610	0	1610
#11 SR-49 / Main (Drytown)														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	19	0	0	19	0	0	0	0	0	0	0	0	38
Total	0	19	0	0	19	0	0	0	0	0	0	0	0	38
#12 SR-49 / Water-Amador Creek														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	7	0	0	0	0	0	0	7	0	0	0	0	0	14
Total	7	0	0	0	0	0	0	7	0	0	0	0	0	14
#13 SR-49 / Gopher Flat														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	0	0	1	6	0	1	6	0	1	14
Total	6	0	0	0	0	0	1	6	0	1	6	0	1	14
#14 SR-49 / Eureka														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	6	0	0	0	0	0	0	0	0	12
Total	6	0	0	0	6	0	0	0	0	0	0	0	0	12
#15 SR-49 / Church														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	6	0	0	0	0	0	0	0	0	12
Total	0	6	0	0	6	0	0	0	0	0	0	0	0	12
#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	10	0	0	10	5	5	0	0	0	0	0	0	30
Total	0	10	0	0	10	5	5	0	0	0	0	0	0	30
#17 SR-49 / Jackson Gate-Ione Martell														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	9	0	0	9	0	0	0	0	0	0	0	0	18
Total	0	9	0	0	9	0	0	0	0	0	0	0	0	18

Traffix 7.6-0715 (C) 2003 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE, C

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total					
	Left	Right	Left	Right	Left	Right	Left	Right						
#18 SR-49 / SR-88 (North)														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#19 SR-49 / Sutter														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	9	0	0	9	0	0	0	0	0	0	0	0	18
Total	0	9	0	0	9	0	0	0	0	0	0	0	0	18
#20 SR-49 / Hoffman														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	9	0	0	9	0	0	0	0	0	0	0	0	18
Total	0	9	0	0	9	0	0	0	0	0	0	0	0	18
#21 SR-49 / Main (Jackson)														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	8	0	1	8	0	0	0	0	0	0	0	0	18
Total	0	8	0	1	8	0	0	0	0	0	0	0	0	18
#22 SR-49 / SR-88 (South)														
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	7	0	0	0	0	0	0	0	0	14
Total	0	7	0	0	7	0	0	0	0	0	0	0	0	14
#23 SR-16 / SR-124														
Base	10	0	57	0	0	0	0	0	268	17	40	441	0	834
Added	0	0	115	0	0	0	0	0	133	0	115	133	0	496
Passby	0	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Total	10	0	172	0	0	0	0	0	396	17	155	574	0	1325
#24 SR-16 / Latrobe (Amador)														
Base	0	0	0	68	0	4	4	220	0	0	290	120	707	
Added	0	0	0	0	0	0	0	133	0	0	133	0	266	
Passby	0	0	0	0	0	0	0	-5	0	0	-5	0	-5	
Total	0	0	0	68	0	4	4	348	0	0	423	120	968	
#25 SR-104 (Preston) / SR-124 (North)														
Base	113	164	84	21	149	15	19	22	66	96	50	20	818	
Added	0	0	112	3	0	0	0	0	0	0	0	0	230	
Total	113	164	196	24	149	15	19	22	66	208	50	23	1048	
#26 SR-104 (Main) / SR-124 (Church)														
Base	108	6	11	2	3	8	3	161	148	15	196	1	663	
Added	110	0	0	0	0	0	0	1	110	0	1	0	222	
Total	218	6	11	2	3	8	3	162	258	15	197	1	885	

Traffix 7.6-0715 (C) 2003 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE, C

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	

#27 SR-104 / SR-88
Base 0 0 0 0 0 0 0 0 0 0
Added 0 0 0 0 0 0 0 0 0 0
Total 0 0 0 0 0 0 0 0 0 0

#28 SR-88 / SR-124
Base 0 0 0 0 2 0 108 81 274 0 0 319 2 785
Added 0 0 0 0 0 0 105 105 5 0 0 5 0 220
Total 0 0 0 0 2 0 213 186 279 0 0 324 2 1005

#29 SR-88 / SR-12 (North)
Base 0 0 0 0 58 0 370 361 248 0 0 266 63 1366
Added 0 0 0 0 0 0 88 88 0 0 0 0 0 176
Total 0 0 0 0 58 0 458 449 248 0 0 266 63 1542

#30 SR-88 / SR-12 (South)
Base 16 560 1 3 418 245 283 1 25 1 0 3 1556
Added 0 58 0 0 58 24 24 0 0 0 0 0 164
Total 16 618 1 3 476 269 307 1 25 1 0 3 1720

#31 SR-88 / Kettleman
Base 23 421 4 5 343 81 162 40 21 9 50 3 1163
Added 0 51 0 0 51 7 7 0 0 0 0 0 116
Total 23 472 4 5 394 88 169 40 21 9 50 3 1279

#32 SR-12 / SR-99 SB Ramps
Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#33 SR-12 / SR-99 NB Ramps
Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added 0 0 22 0 0 0 0 0 0 0 0 24 0 48
Total 0 0 22 0 0 0 0 0 0 0 0 24 0 48

#34 Kettleman / SR-99 SB Ramps
Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added 0 0 0 0 0 0 6 0 13 0 0 7 0 26
Total 0 0 0 0 0 0 6 0 13 0 0 7 0 26

#35 Kettleman / SR-99 NB Ramps
Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added 0 0 0 0 0 0 6 7 0 0 6 7 0 20
Total 0 0 0 0 0 0 6 7 0 0 6 7 0 20

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	

#36 SR-49 / Pleasant Valley
Base 135 0 182 0 0 0 0 236 124 144 201 0 1022
Added 15 0 60 0 0 0 0 0 15 60 0 0 150
Total 150 0 242 0 0 0 0 236 139 204 201 0 1172

#37 SR-16 / Ione
Base 69 0 4 0 0 0 0 228 88 3 276 0 667
Added 0 0 0 0 0 0 0 133 0 0 133 0 266
PassBy 0 0 0 0 0 0 0 0 -5 0 0 0 -5
Total 69 0 4 0 0 0 0 356 88 3 409 0 928

#38 SR-16 / Murietta South Pkwy
Base 0 1 0 3 0 74 118 313 1 0 348 17 875
Added 0 0 0 1 0 0 0 132 0 0 132 1 266
PassBy 0 0 0 0 0 0 0 0 -5 0 0 0 -5
Total 0 1 0 4 0 74 118 440 1 0 480 18 1136

#39 SR-16 / Murietta Pkwy
Base 84 105 41 27 101 119 145 335 78 37 359 23 1455
Added 0 0 0 0 0 0 0 132 0 0 132 0 264
PassBy 0 0 0 0 0 0 0 0 -5 0 0 0 -5
Total 84 105 41 27 101 119 145 462 78 37 491 23 1714

#40 SR-16 / Stone House
Base 0 0 0 0 50 0 6 5 511 0 0 519 34 1126
Added 0 0 0 0 0 0 0 132 0 0 132 0 264
PassBy 0 0 0 0 0 0 0 0 -5 0 0 0 -5
Total 0 0 0 0 50 0 6 5 638 0 0 651 34 1385

#41 SR-16 / Latrobe (Sac)
Base 7 0 0 1 0 14 11 533 4 3 538 3 1116
Added 0 0 0 0 0 0 0 132 0 0 132 0 264
PassBy 0 0 0 0 0 0 0 0 -5 0 0 0 -5
Total 7 0 0 1 0 14 11 660 4 3 670 3 1375

#42 SR-16 / Dillard
Base 84 0 53 0 0 0 0 477 81 58 487 0 1241
Added 0 0 2 0 0 0 0 130 0 2 130 0 264
PassBy 0 0 0 0 0 0 0 0 -5 0 0 0 -5
Total 84 0 55 0 0 0 0 602 81 60 617 0 1500

#43 SR-16 / Sloughhouse
Base 0 0 0 37 0 0 0 625 3 30 602 0 1296
Added 0 0 0 0 0 0 0 130 0 0 130 0 260
PassBy 0 0 0 0 0 0 0 0 -5 0 0 0 -5
Total 0 0 0 37 0 0 0 750 3 30 732 0 1551

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour
 Intersection Volume Report
 Base Volume Alternative

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	13	164	0	0	101	4	1	0	19	0	0	0
7 SR-49 / Main-	40	100	117	13	84	16	18	39	30	162	81	15
8 SR-49 / Popla	27	306	0	0	319	4	5	0	36	0	0	0
9 SR-49 / Empir	54	303	3	1	351	10	19	0	178	3	2	0
10 SR-49 / SR-16	265	0	105	0	0	0	0	151	171	175	218	0
23 SR-16 / SR-12	10	0	57	0	0	0	0	268	17	40	441	0
24 SR-16 / Latro	0	0	0	0	68	0	4	220	0	0	290	120
25 SR-104 (Prest	113	164	84	21	149	15	19	22	66	96	50	20
26 SR-104 (Main)	108	6	11	2	3	8	3	161	148	15	196	1
28 SR-88 / SR-12	0	0	0	0	2	0	108	81	274	0	0	319
101 SR-49 / Proje	0	360	0	0	532	0	0	0	0	0	0	0
174 SR-49 / Proje	0	360	0	0	532	0	0	0	0	0	0	0

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#44 SR-16 / Grant Line	1	102	31	28	81	38	19	484	3	52	486	41	1366
Base	0	0	0	0	0	0	0	117	0	13	117	0	280
Added	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Passby	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	102	44	28	81	38	19	596	3	65	603	41	1621
#45 SR-16 / Sunrise	6	196	40	264	252	63	54	245	9	32	304	209	1639
Base	0	0	0	0	0	0	0	81	0	7	81	30	236
Added	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Passby	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	196	40	264	252	63	54	321	9	39	385	239	1870
#46 SR-16 / Excelsior	22	32	27	19	53	69	63	258	53	20	341	7	964
Base	0	0	0	0	0	0	0	78	0	3	76	1	160
Added	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Passby	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	32	30	20	53	69	63	323	53	23	417	8	1119
#47 SR-16 / Bradshaw	52	442	34	160	559	84	101	243	53	43	295	142	2208
Base	0	0	0	0	0	0	0	63	0	3	63	10	152
Added	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Passby	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	442	37	170	559	84	101	301	53	46	358	152	2355
#101 SR-49 / Project Access	0	360	0	0	532	0	0	0	0	0	0	0	892
Base	0	160	108	0	0	0	0	0	0	160	0	108	536
Added	0	-5	0	0	-6	0	0	0	0	0	0	0	-11
Passby	0	355	160	108	526	0	0	0	0	160	0	108	1417
Total	0	360	108	0	532	0	0	0	0	160	0	108	892
#174 SR-49 / Project Service Access	0	360	0	0	532	0	0	0	0	0	0	0	892
Base	0	160	107	0	160	0	0	0	0	107	0	0	534
Added	0	-2	0	0	-6	0	0	0	0	0	0	0	-8
Passby	0	518	107	0	686	0	0	0	0	107	0	0	1418
Total	0	360	107	0	686	0	0	0	0	107	0	0	1418
#176 Internal Project Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	268	0	107	268	0	750
Added	0	0	0	0	0	0	0	268	0	107	268	0	750
Total	0	0	0	0	0	0	0	268	0	107	268	0	750

Ione Casino

Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	13	235	0	0	171	4	1	0	19	0	0	0
7 SR-49 / Main-	54	172	119	13	155	16	18	39	44	164	81	15
8 SR-49 / Popla	31	394	0	0	406	4	5	0	40	0	0	0
9 SR-49 / Empir	64	395	3	1	442	10	19	0	188	3	2	0
10 SR-49 / SR-16	265	0	124	0	0	0	0	394	171	188	466	0
23 SR-16 / SR-12	10	0	172	0	0	0	0	396	17	155	574	0
24 SR-16 / Latro	0	0	170	0	68	0	4	4	348	0	0	423
25 SR-104 (Prest)	113	164	196	24	149	15	19	22	66	208	50	23
26 SR-104 (Main)	218	6	11	2	3	8	3	162	258	15	197	1
28 SR-88 / SR-12	0	0	0	0	2	0	213	186	278	0	0	324
101 SR-49 / Proje	0	355	160	108	526	0	0	0	0	160	0	108
174 SR-49 / Proje	0	518	107	0	686	0	0	0	0	107	0	0

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Veh C	V/ C	Del/ Veh C	LOS	Veh C	
# 6 SR-49 / Miller Way	A	9.0	0.000	A	9.4	0.000	+ 0.448 D/V
# 7 SR-49 / Main-Fiddletown	C	18.4	0.000	D	31.2	0.000	+12.793 D/V
# 8 SR-49 / Poplar	B	11.0	0.000	B	12.1	0.000	+ 1.048 D/V
# 9 SR-49 / Empire	C	23.9	0.000	D	34.4	0.000	+10.456 D/V
# 10 SR-49 / SR-16	E	37.6	0.000	F	288.0	0.000	+250.382 D/V
# 23 SR-16 / SR-124	B	11.3	0.000	B	14.5	0.000	+ 3.154 D/V
# 24 SR-16 / Latrobe (Amador)	B	14.2	0.000	C	19.5	0.000	+ 5.294 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	E	35.6	0.000	F	187.1	0.000	+151.520 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	15.9	0.000	D	26.8	0.000	+10.900 D/V
# 28 SR-88 / SR-124	B	11.4	0.000	B	13.0	0.000	+ 1.592 D/V
#101 SR-49 / Project Access	A	0.0	0.000	F	96.5	0.000	+96.474 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	F	73.9	0.000	+73.859 D/V

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	???	NO
# 7 SR-49 / Main-Fiddletown	???	NO
# 8 SR-49 / Poplar	???	NO
# 9 SR-49 / Empire	???	NO
# 10 SR-49 / SR-16	???	Yes
# 23 SR-16 / SR-124	???	NO
# 24 SR-16 / Latrobe (Amador)	???	NO
# 25 SR-104 (Preston) / SR-124 (North)	???	Yes
# 26 SR-104 (Main) / SR-124 (Church)	???	NO
# 28 SR-88 / SR-124	???	NO
#101 SR-49 / Project Access	???	Yes
#174 SR-49 / Project Service Access	???	NO

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Signal Warrant Report

Intersection #6 SR-49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1 1 0	0 0 0 0 0
Final Vol.:	14 254	0 0 185	5 1 0 20	0 0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.4	xxxxxx

Approach(eastbound)[lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-Hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=21]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=478]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Saturday
Ione Casino
PM Peak Hour

Signal Warrant Report
 Intersection #7 SR-49 / Main-Fiddletown
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0
 Final Vol.: 55 176 121 13 158 16 18 39 45 167 83 15
 ApproachDel: xxxxxx xxxxxx 13.2 31.2
 Approach[eastbound] [lanes=2] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.4]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=103]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=1] [total volume=906]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach[westbound] [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=2.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=265]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=906]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Existing Plus Approved Plus Project A Phase I (2006) Saturday
Ione Casino
PM Peak Hour

Signal Warrant Report
 Intersection #8 SR-49 / Poplar
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0
 Final Vol.: 33 417 0 0 0 430 4 6 0 42 0 0 0 0
 ApproachDel: xxxxxx xxxxxx 12.1 xxxxxx
 Approach[leastbound] [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=47]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=932]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #9 SR-49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 1 0 0 0
Final Vol.: 71 435 3 1 487 12 21 0 207 3 2 0
ApproachDel: xxxxxx 15.7 xxxxxx 34.4

Approach[eastbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1 0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=228]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1243]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1243]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #10 SR-49 / SR-16

Future Volume Alternative: Peak Hour Warrant Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Final Vol.: 273 0 128 0 0 0 0 0 0 406 176 194 480 0
ApproachDel: 288.0 xxxxxx xxxxxx

Approach[northbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=32.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=401]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1658]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Saturday
Ione Casino
PM Peak Hour

Signal Warrant Report
Intersection #23 SR-16 / SR-124
Future Volume Alternative: Peak Hour Warrant NOT Met
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 Uncontrolled Uncontrolled Uncontrolled
Lanes: 1 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0
Final Vol.: 11 0 187 0 0 0 0 0 429 18 167 621
ApproachDel: 14.5 xxxxxx xxxxxx xxxxxx

Approach[northbound] [lanes=2] [control=STOP]
Signal Warrant Rule #1: (vehicle-hours=0.8)
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=198)
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) [total volume=1433]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Saturday
Ione Casino
PM Peak Hour

Signal Warrant Report
Intersection #24 SR-16 / Latrobe (Amador)
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 0
Final Vol.: 0 0 0 0 72 0 0 4 4 366 0 0 448 127
ApproachDel: xxxxxx 19.5 xxxxxx xxxxxx

Approach[southbound] [lanes=1] (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=0.4)
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: (approach volume=76)
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: (approach count=3) [total volume=1023]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Signal Warrant Report
Intersection #25 SR-104 (Preston) / SR-124 (North)
Future Volume Alternative: Peak Hour Warrant Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0
Final Vol.: 126 183 218 27 166 16 21 24 73 232 56 25
ApproachDel: xxxxxx 16.4 xxxxxx 187.1

Approach[eastbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1167]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=16.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=113]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1167]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Signal Warrant Report
Intersection #25 SR-104 (Main) / SR-124 (Church)
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0
Final Vol.: 239 7 13 2 3 9 3 177 283 16 216 1
ApproachDel: 26.8 xxxxxx 11.7 xxxxxx

Approach[northbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=258]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=971]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound] [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=971]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Ione Casino

Signal Warrant Report

Intersection #28 SR-88 / SR-124
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0
Final Vol.: 0 0 0 0 2 0 227 199 298 0 0 346 2
ApproachDel: xxxxxx 13.0 xxxxxx xxxxxx

Approach(southbound) [lanes=2] (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=0.8)
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=230)
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1075)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Ione Casino

Signal Warrant Report

Intersection #101 SR-49 / Project Access
Future Volume Alternative: Peak Hour Warrant Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1
Final Vol.: 0 376 169 114 557 0 0 0 0 0 0 0 0 169 0 114
ApproachDel: xxxxxx xxxxxx xxxxxx

Approach(westbound) [lanes=2] (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=5.7)
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=284)
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1501)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #174 SR-49 / Project Service Access

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0 0 1
Final Vol.: 0 549 113 0 726 0 0 0 0 0 0 113 0 0
ApproachDel: xxxxxx xxxxxx
Approach[westbound][lanes=2][control=stop] 59.3

Signal Warrant Rule #1: {vehicle-hours=1.9}
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: {approach volume=113}
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: {approach count=3}{total volume=1502}
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Level Of Service Computation Report

Intersection #6 SR-49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A [9.4]

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

Volume Module:
Base Vol: 12 157 0 0 97 4 1 0 18 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 13 164 0 0 101 4 1 0 19 0 0 0
Added Vol: 0 76 0 0 76 0 0 0 0 0 0 0
PasserByVol: 0 -5 0 0 -6 0 0 0 0 0 0 0
Initial Fut: 13 235 0 0 171 4 1 0 19 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 14 254 0 0 185 5 1 0 20 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 14 254 0 0 185 5 1 0 20 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 xxx 6.2 xxxxxx xxx xxxxxx
FollowupTm: 2.3 xxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 xxx 3.3 xxxxxx xxx xxxxxx

Capacity Module:
Conflict Vol: 190 xxx xxxxxx xxx xxx xxxxxx 468 xxx 187 xxx xxx xxxxxx
Potent Cap.: 1349 xxx xxxxxx xxx xxx xxxxxx 557 xxx 860 xxx xxx xxxxxx
Move Cap.: 1349 xxx xxxxxx xxx xxx xxxxxx 553 xxx 860 xxx xxx xxxxxx
Volume/Cap: 0.01 xxx xxx xxx xxx xxxxxx 0.00 xxx 0.02 xxx xxx xxxxxx

Level Of Service Module:
Queue: 0.0 xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
Stopped Del: 7.7 xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
LOS by Move: A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxx xxx xxxxxx xxx xxx xxxxxx xxx 836 xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx 9.4 xxx xxx xxx xxx xxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 9.4
ApproachLOS: A

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #9 SR-49 / Empire

Average Delay (sec/veh): 3.5 Worst Case Level of Service: D (34.4)

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

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

Volume Module:
Base Vol: 52 290 3 1 336 10 18 0 170 3 2 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Critical Gap: 4.2 xxxxx xxxxx 7.1 xxxxx 6.2 7.1 6.5 xxxxx
Critical GP: 6.5 xxxxx 3.4 xxxxx xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx
FollowupTm: 2.3 xxxxx xxxxx 4.2 xxxxx xxxxx 3.5 xxxxx 3.3 3.5 4.0 xxxxx

Level of Service Module:
Queue: 0.2 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 1.6 xxxxx xxxxx xxxxx
Stopped Del: 8.7 xxxxx xxxxx 8.3 xxxxx xxxxx xxxxx xxxxx 14.6 xxxxx xxxxx xxxxx

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #10 SR-49 / SR-16

Average Delay (sec/veh): 70.7 Worst Case Level of Service: F(288.0)

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

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

Volume Module:
Base Vol: 254 0 101 0 0 0 0 0 145 164 168 209 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Critical Gap: 6.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx
Critical GP: 6.5 xxxxx 3.4 xxxxx xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx
FollowupTm: 3.6 xxxxx 3.4 xxxxx xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx

Level of Service Module:
Queue: 19.9 xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx
Stopped Del: 417.4 xxxxx 12.1 xxxxx xxxxx xxxxx xxxxx xxxxx 8.9 xxxxx xxxxx

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

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

Intersection #23 SR-16 / SR-124
Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B (14.5)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 10 0 55 0 0 0 0 257 16 38 422 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 10 0 57 0 0 0 0 268 17 40 441 0
Added Vol: 0 0 115 0 0 0 0 115 133 0 0 0
PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0
Initial Fut: 10 0 172 0 0 0 0 396 17 155 574 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 11 0 187 0 0 0 0 429 18 167 621 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 11 0 187 0 0 0 0 429 18 167 621 0

Critical Gap Module:
Critical Gap: 6.4 xxx 6.3 xxx 3.5 xxx 4.2 xxx 4.2 xxx
FollowupTm: 3.5 xxx 3.3 xxx 3.3 xxx 2.3 xxx 2.3 xxx
Capacity Module:
Conflict Vol: 1385 xxx 429 xxx 620 xxx 1099 xxx 1099 xxx
Potential Cap.: 156 xxx 620 xxx 620 xxx 1099 xxx 1099 xxx
Move Cap.: 137 xxx 620 xxx 620 xxx 1099 xxx 1099 xxx
Volume/Cap: 0.08 xxx 0.30 xxx 0.30 xxx 0.15 xxx 0.15 xxx

Level Of Service Module:
Queue: 0.3 xxx 1.3 xxx 33.5 xxx 8.9 xxx 8.9 xxx
Stopped Del: 33.5 xxx 13.3 xxx 33.5 xxx 8.9 xxx 8.9 xxx
LOS by Move: D B A A A
Movement: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: A A A A A
ApproachDel: 14.5 B
ApproachLOS: B

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

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

Intersection #24 SR-16 / Latrobe (Amador)
Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C (19.5)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 0 0 0 0 0 0 65 0 4 4 211 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 0 0 0 0 0 0 68 0 4 4 220 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 133 0
PasserByVol: 0 0 0 0 0 0 0 0 0 -5 0 0
Initial Fut: 0 0 0 0 0 0 68 0 4 4 348 0
User Adj: 1.00 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 0 0 0 72 0 4 4 368 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 0 0 72 0 4 4 368 0

Critical Gap Module:
Critical Gap: 6.4 xxx 6.2 4.1 xxx 2.2 xxx
FollowupTm: 3.5 xxx 3.3 2.2 xxx
Capacity Module:
Conflict Vol: 888 xxx 511 575 xxx 511 575 xxx
Potential Cap.: 317 xxx 567 994 xxx 567 994 xxx
Move Cap.: 316 xxx 567 994 xxx 567 994 xxx
Volume/Cap: 0.23 xxx 0.01 0.00 xxx 0.01 0.00 xxx

Level Of Service Module:
Queue: xxx xxx xxx xxx xxx 0.0 xxx 8.6 xxx
Stopped Del: xxx xxx xxx xxx xxx 8.6 xxx 8.6 xxx
LOS by Move: A A A A A
Movement: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx 324 xxx 324 xxx
Shared Queue: xxx xxx xxx xxx xxx 0.9 xxx 0.9 xxx
Shrd StpDel: xxx xxx xxx xxx xxx 19.5 xxx 19.5 xxx
Shared LOS: A C C A A
ApproachDel: xxx xxx 19.5 C
ApproachLOS: C

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #25 SR-104 (Preston) / SR-124 (North)

Average Delay (sec/veh): 52.9 Worst Case Level Of Service: F(187.1)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 1 0 0

Volume Module:
 Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 113 164 84 21 149 15 19 22 66 96 50 20
 Added Vol: 0 0 112 3 0 0 0 0 0 0 112 0 3
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 113 164 196 24 149 15 19 22 66 208 50 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume: 126 183 218 27 166 16 21 24 73 232 56 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 126 183 218 27 166 16 21 24 73 232 56 25
 Critical Gap Module:
 Critical Gap: 4.2 xxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
 FollowUpTim: 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Conflict Vol: 183 xxxx xxxxx 811 879 174 819 779 291
 Potent Cap.: 1369 xxxx xxxxx 300 288 874 291 324 741
 Move Cap.: 1369 xxxx xxxxx 224 254 874 224 285 741
 Volume/Cap: 0.09 xxxx xxxxx 0.09 0.10 0.08 1.03 0.20 0.03

Level Of Service Module:
 Queue: 0.3 xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 7.9 xxxx xxxxx 8.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 434 xxxxx xxxx 248 xxxxx
 Shared Queue: xxxx xxxx xxxxx xxxx xxxx xxxxx 1.1 xxxx xxxxx 15.6 xxxxx
 Shrd StpDel:xxxx xxxx xxxxx xxxx xxxxx xxxxx 16.4 xxxxx xxxxx 187 xxxxx
 Shared LOS: * * * * * * * * * * * C * * * * * F * * * * *
 ApproachDel: xxxxxx * xxxxxx * 16.4 * 187.1 *
 ApproachLOS: * * * * * C * * * * * F * * * * *

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #26 SR-104 (Main) / SR-124 (Church)

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: D [26.8]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 1 1 0 0

Volume Module:
 Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 108 6 11 2 3 8 3 161 148 15 196 1
 Added Vol: 110 0 0 0 0 0 0 0 0 1 110 0 1 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 218 6 11 2 3 8 3 162 258 15 197 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volume: 239 7 13 2 3 9 3 177 283 16 216 1
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 239 7 13 2 3 9 3 177 283 16 216 1
 Critical Gap Module:
 Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxx xxxxx 4.2 xxxx xxxxx
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxx xxxxx 2.3 xxxx xxxxx

Capacity Module:
 Conflict Vol: 581 576 319 585 717 217 218 xxxx xxxxx 461 xxxx xxxxx
 Potent Cap.: 420 424 715 418 352 815 1329 xxxx xxxxx 1080 xxxx xxxxx
 Move Cap.: 407 417 715 400 346 815 1329 xxxx xxxxx 1080 xxxx xxxxx
 Volume/Cap: 0.59 0.02 0.02 0.01 0.01 0.01 0.00 xxxx xxxxx 0.01 xxxx xxxxx

Level Of Service Module:
 Queue: xxxxx xxxx xxxxx xxxxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx
 Stopped Del:xxxx xxxx xxxxx xxxxx xxxxx 7.7 xxxx xxxxx 8.4 xxxx xxxxx
 LOS by Move: * * * * * * * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxx 416 xxxxx xxxx 553 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
 Shared Queue:xxxx 4.1 xxxxx xxxxx 0.1 xxxxx xxxxx xxxx xxxx xxxxx
 Shrd StpDel:xxxx 26.8 xxxxx xxxxx 11.7 xxxxx xxxxx xxxx xxxx xxxxx
 Shared LOS: * * * * * * * * * * * B * * * * * * * * * *
 ApproachDel: * 26.8 * 11.7 * xxxxxx * xxxxxx *
 ApproachLOS: * * * * * B * * * * * * * * * *

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B (13.0)

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

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

Volume Module:
Base Vol: 0 0 0 2 0 103 78 262 0 0 305 2
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 0 0 108 81 274 0 0 319 2
Added Vol: 0 0 0 0 0 105 105 5 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 2 0 213 186 279 0 0 324 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 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 0 0 2 0 227 199 298 0 0 346 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 2 0 227 199 298 0 0 346 2

Critical Gap Module:
Critical Gp:xxxxxx xxx xxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpPrim:xxxxxx xxx xxxxx 3.6 xxxxx 3.4 2.1 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: xxx xxx xxxxx 1044 xxxxx 347 348 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxx xxx xxxxx 247 xxxxx 682 1183 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxx xxx xxxxx 215 xxxxx 682 1183 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxx xxx xxxxx 0.01 xxxxx 0.33 0.17 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxx xxxxx 0.0 xxxxx 1.5 0.6 xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del:xxxxxx xxx xxxxx 21.9 xxxxx 12.9 8.7 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: C * B A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shared Queue:xxxxxx xxx xxxxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shrd Stpbel:xxxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shared LOS: * * * * * 13.0 * * * * *
ApproachDel: xxxxxx *
ApproachLOS: B

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 18.9 Worst Case Level Of Service: F (96.5)

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

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

Volume Module:
Base Vol: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 360 0 0 532 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 160 108 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 -5 0 0 -6 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 355 160 108 526 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 392 176 119 580 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 392 176 119 580 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gp:xxxxxx xxx xxxxx 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2
FollowUpPrim:xxxxxx xxx xxxxx 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3

Capacity Module:
Conflict Vol: xxx xxx xxxxx 568 xxx xxxxx xxx xxx xxxxx 1298 xxx 480
Potent Cap.: xxx xxx xxxxx 975 xxx xxxxx xxx xxx xxxxx 180 xxx 590
Move Cap.: xxx xxx xxxxx 975 xxx xxxxx xxx xxx xxxxx 162 xxx 590
Volume/Cap: xxx xxx xxxxx 0.12 xxx xxxxx xxx xxx xxxxx 1.09 xxx 0.20

Level Of Service Module:
Queue: xxx xxx xxxxx 0.4 xxx xxxxx xxx xxx xxxxx 9.1 xxx 0.7
Stopped Del:xxxxxx xxx xxxxx 9.2 xxx xxxxx xxx xxx xxxxx 153.1 xxx 12.6
LOS by Move: A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shared Queue:xxxxxx xxx xxxxx 0.4 xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shrd Stpbel:xxxx xxx xxxxx 9.2 xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx *
ApproachLOS: xxxxxx * 96.5 F

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Level Of Service Computation Report

Intersection #26 SR-104 (Main) / SR-124 (Church)

Average Delay (sec/veh): 6.0 Worst Case Level Of Service: C (21.4)

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 108 6 11 2 3 8 3 161 148 15 196 1
Added Vol: 110 0 0 0 0 0 0 1 110 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 218 6 11 2 3 8 3 162 258 15 197 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
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: 218 6 11 2 3 8 3 162 258 15 197 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 218 6 11 2 3 8 3 162 258 15 197 1
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
FollowupTm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 530 525 291 533 654 198 xxxxx xxxxx 420 xxxxx xxxxx
Potent Cap: 455 453 741 453 383 836 1350 xxxxx xxxxx 1118 xxxxx xxxxx
Move Cap: 442 446 741 436 377 836 1350 xxxxx xxxxx 1118 xxxxx xxxxx
Volume/Cap: 0.49 0.01 0.02 0.00 0.01 0.01 0.00 xxxxx xxxxx 0.01 xxxxx xxxxx
Level Of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 7.7 xxxxx xxxxx 8.3 xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx 451 xxxxx xxx 587 xxxxx xxx 587 xxxxx xxx 587 xxxxx xxx
SharedQueue: xxxxx 2.9 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 21.4 xxxxx xxxxx 11.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: A * * * * * B * * * * * C * * * * *
ApproachDel: 21.4 11.3 xxxxxx xxxxxx
ApproachLOS: C B

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

Level Of Service Computation Report

Intersection #25 SR-104 (Preston) / SR-124 (North)

Average Delay (sec/veh): 25.0 Worst Case Level Of Service: F [83.9]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 113 164 84 21 149 15 19 22 66 96 50 20
Added Vol: 0 0 112 3 0 0 0 0 0 112 0 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 164 196 24 149 15 19 22 66 208 50 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
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: 113 164 196 24 149 15 19 22 66 208 50 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 113 164 196 24 149 15 19 22 66 208 50 23
Critical Gap Module:
Critical Gp: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
FollowupTm: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 360 xxxxx xxxxx 728 790 157 736 699 262
Potent Cap: 1390 xxxxx xxxxx 1177 xxxxx xxxxx 341 325 894 331 360 770
Move Cap: 1390 xxxxx xxxxx 1177 xxxxx xxxxx 269 291 894 266 322 770
Volume/Cap: 0.08 xxxxx xxxxx 0.07 0.08 0.07 0.78 0.16 0.03
Level Of Service Module:
Queue: 0.3 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.8 xxxxx xxxxx 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx xxxxx xxxxx xxx xxxxx xxxxx xxx 486 xxxxx xxx 290 xxxxx
SharedQueue: xxxxx xxx xxxxx xxx xxxxx xxxxx xxx 0.8 xxxxx xxxxx 9.7 xxxxx
Shrd StpDel: xxxxx xxx xxxxx xxx xxxxx xxxxx 14.5 xxxxx xxxxx 83.9 xxxxx
Shared LOS: A * * * * * B * * * * * F * * * * *
ApproachDel: xxxxxx xxxxxx 14.5 83.9
ApproachLOS: B B

Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

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

Intersection #30 SR-88 / SR-12 (South) *****
 Average Delay (sec/veh): 73.9 Worst Case Level of Service: F(380.9)
 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: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Channel Include
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 0
 Volume Module:
 Base Vol: 15 536 1 3 400 235 271 1 24 1 0 3
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Base: 16 560 1 3 418 245 283 1 25 1 0 3
 Added Vol: 0 58 0 0 58 24 24 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 16 618 1 3 476 269 307 1 25 1 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: 16 618 1 3 476 269 307 1 25 1 0 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2
 FollowupTm: 2.2 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3
 Capacity Module:
 Conflict Vol: 476 xxxxx xxxxx 619 xxxxx xxxxx 1133 1132 476 1280 xxxxx 618
 Potent Cap: 1097 xxxxx xxxxx 942 xxxxx xxxxx 178 201 585 141 xxxxx 485
 Move Cap: 1097 xxxxx xxxxx 942 xxxxx xxxxx 175 198 585 133 xxxxx 485
 Volume/Cap: 0.01 xxxxx xxxxx 0.00 xxxxx xxxxx 1.76 0.01 0.04 0.01 xxxxx 0.01
 Level of Service Module:
 Queue: 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
 Stopped Del: 8.3 xxxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx 11.4 xxxxx xxxxx xxxxx
 LOS by Move: A * * * A * * * B * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx 282 xxxxx
 Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx 0.0 xxxxx
 Shared Stpbk: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx 17.5 xxxxx
 Shared LOS: * * * * * F * * * * * C * * * * *
 ApproachDel: xxxxxx * xxxxxx * 380.9 F 17.5
 ApproachLOS: * * * * * * * * * * * C

Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

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

Intersection #31 SR-88 / Kettleman *****
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.637
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.1
 Optimal Cycle: 42 Level of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0
 Volume Module:
 Base Vol: 22 403 4 5 328 78 155 38 20 9 48 3
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Base: 23 421 4 5 343 81 162 40 21 9 50 3
 Added Vol: 0 51 0 0 51 7 7 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 23 472 4 5 394 88 169 40 21 9 50 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: 23 472 4 5 394 88 169 40 21 9 50 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 23 472 4 5 394 88 169 40 21 9 50 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
 Final Vol.: 23 472 4 5 394 88 169 40 21 9 50 3
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.90 0.94 0.90 0.92 0.92 0.93 0.93 0.93 0.96 0.96 0.96 0.96
 Lanes: 1.00 0.99 0.01 1.00 0.82 0.18 0.74 0.17 0.09 0.15 0.80 0.05
 Final Sat.: 1702 1774 16 1702 1422 320 1295 304 160 273 1455 91
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.27 0.27 0.00 0.28 0.28 0.13 0.13 0.13 0.03 0.03 0.03
 Crit Moves: ****
 Green/Cycle: 0.07 0.31 0.31 0.07 0.31 0.31 0.17 0.17 0.17 0.17 0.17 0.17
 Volume/Cap: 0.19 0.86 0.86 0.04 0.89 0.89 0.78 0.78 0.78 0.21 0.21 0.21
 Delay/Veh: 19.1 26.4 26.4 18.3 31.1 31.1 29.6 29.6 29.6 15.4 15.4 15.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 19.1 26.4 26.4 18.3 31.1 31.1 29.6 29.6 29.6 15.4 15.4 15.4
 HCM2kAvg: 0 9 9 0 10 10 5 5 5 1 1 1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #37 SR-16 / Ione

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 0 Level Of Service: B

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

Volume Module:
Base Vol: 66 0 4 0 0 0 0 0 218 84 3 264 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 69 0 4 0 0 0 0 0 228 88 3 276 0
Added Vol: 0 0 0 0 0 0 0 0 133 0 0 133 0
PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0 0 0
Initial Fut: 69 0 4 0 0 0 0 0 356 88 3 409 0
User Adj: 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: 69 0 4 0 0 0 0 0 356 88 3 409 0
Final Vol: 69 0 4 0 0 0 0 0 356 88 3 409 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gap: 6.4 3.3 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2
Followup/prim: 3.5 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3

Capacity Module:
Conflict Vol: 815 400 400 400 400 400 400 400 400 400 400 400 400 400 400 400 400
Potential Cap: 350 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655
Move Cap: 349 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655
Volume/Cap: 0.20 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01

Level Of Service Module:
Queue: 0.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Stopped Del: 17.8 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5
LOS by Move: C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 349 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655
SharedQueue: 349 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655
Shrd Stpbk: 349 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655 655
Shared LOS: C * * * * *
ApproachDel: 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4 17.4
ApproachLOS: C * * * * *

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
Intersection #36 SR-49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 0 Level Of Service: B

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

Volume Module:
Base Vol: 129 0 174 0 0 0 226 119 138 192 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 135 0 182 0 0 0 236 124 144 201 0
Added Vol: 15 0 60 0 0 0 15 60 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 150 0 242 0 0 0 236 139 204 201 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 1.00 1.00 1.00 1.00
PHF Adj: 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: 150 0 242 0 0 0 236 139 204 201 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PCF Adj: 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
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 150 0 242 0 0 0 236 139 204 201 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 1.00 1.00 1.00 1.00
Lanes: 0.38 0.00 0.62 0.00 0.00 0.00 0.63 0.37 0.00 1.00 0.00 0.00
Final Sat: 238 0 385 0 0 0 401 237 529 571 0

Capacity Analysis Module:
Vol/Sat: 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63 0.63
Crit Moves: * * * * *
Delay/Veh: 16.7 0.0 16.7 0.0 0.0 0.0 15.5 15.5 13.2 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 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.7 0.0 16.7 0.0 0.0 0.0 15.5 15.5 13.2 11.9 0.0
LOS by Move: C * * * * *
ApproachDel: 16.7 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5
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 1.00 1.00 1.00 1.00 1.00
ApprAdjDel: 16.7 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5
LOS by Appr: C * * * * *

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

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

Intersection #38 SR-16 / Murietta South Pkwy
 Critical Vol./Cap. (X): 0.503
 Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 8.8
 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: 5 5 5 5 3 7 7 3 7 7
 Min. Green: 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:
 Base Vol: 0 1 0 3 0 71 113 300 1 0 333 16
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 1 0 3 0 74 118 313 1 0 348 17
 Added Vol: 0 0 0 1 0 0 0 132 0 0 132 1
 PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0
 Initial Fut: 0 1 0 4 0 74 118 440 1 0 480 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
 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 1 0 4 0 74 118 440 1 0 480 18
 Reduct Vol: 0 0 0 0 0 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
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 1 0 4 0 74 118 440 1 0 480 18

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.85 0.92 0.97 0.97 1.00 0.97 0.97
 Lanes: 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
 Final Sat.: 0 1900 0 1520 0 1615 1753 1841 4 1900 1770 65

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.05 0.07 0.24 0.24 0.00 0.27 0.27
 Crit Moves: ****
 Green/Cycle: 0.00 0.18 0.00 0.29 0.11 0.50 0.50 0.00 0.39 0.39
 Volume/Cap: 0.00 0.00 0.00 0.02 0.00 0.16 0.63 0.48 0.48 0.00 0.69 0.69
 Delay/Veh: 0.0 9.5 0.0 9.5 0.0 7.7 18.6 5.0 5.0 0.0 9.9 9.9
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 9.5 0.0 9.5 0.0 7.7 18.6 5.0 5.0 0.0 9.9 9.9
 HCM2kAVG: 0 0 0 0 1 2 3 3 0 5 5

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

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

Intersection #39 SR-16 / Murietta Pkwy
 Critical Vol./Cap. (X): 0.648
 Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 16.7
 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: Protected Protected Protected Protected
 Rights: 3 7 7 3 7 7 3 7 7 3 7 7
 Min. Green: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0

Volume Module:
 Base Vol: 80 101 39 26 97 114 139 321 75 35 344 22
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 84 105 41 27 101 119 145 335 78 37 359 23
 Added Vol: 0 0 0 0 0 0 0 132 0 0 132 0
 PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0
 Initial Fut: 84 105 41 27 101 119 145 462 78 37 491 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: 84 105 41 27 101 119 145 462 78 37 491 23
 Reduct Vol: 0 0 0 0 0 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
 Final Vol.: 84 105 41 27 101 119 145 462 78 37 491 23

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.85 0.92 0.97 0.83 0.92 0.96
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1750 82

Capacity Analysis Module:
 Vol/Sat: 0.05 0.06 0.03 0.02 0.05 0.07 0.08 0.25 0.05 0.02 0.28 0.28
 Crit Moves: ****
 Green/Cycle: 0.07 0.17 0.24 0.07 0.17 0.28 0.11 0.40 0.48 0.07 0.37 0.37
 Volume/Cap: 0.65 0.33 0.11 0.21 0.32 0.27 0.76 0.62 0.10 0.29 0.76 0.76
 Delay/Veh: 30.0 16.1 12.6 19.2 16.0 12.2 34.8 11.5 6.1 19.8 16.8 16.8
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 30.0 16.1 12.6 19.2 16.0 12.2 34.8 11.5 6.1 19.8 16.8 16.8
 HCM2kAVG: 2 2 0 1 2 1 4 6 1 1 8 8

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

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

Intersection #40 SR-16 / Stone House
Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D [31.4]
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 Uncontrolled Uncontrolled
Rights: Include Include Include
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 48 0 6 5 489 0 0 497 33
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 50 0 6 5 511 0 0 519 34
Added Vol: 0 0 0 0 0 0 0 132 0 0 132 0
PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0
Initial Fut: 0 0 0 50 0 6 5 638 0 0 651 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 0 0 50 0 6 5 638 0 0 651 34
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 50 0 6 5 638 0 0 651 34

Critical Gap Module:
Critical Gp:xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx xxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx xxxxx 1317 xxxxx 668 xxxxx xxxxxx xxxxx xxxxx xxxxx
Potential Cap.: xxxxx xxxxx xxxxx 176 xxxxx 461 903 xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 175 xxxxx 461 903 xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.29 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxxx xxxxx 1.1 xxxxx 0.0 0.0 xxxxx xxxxxx xxxxx xxxxx
Stopped Del:xxxxx xxxxx 33.7 xxxxx 12.9 9.0 xxxxx xxxxxx xxxxx xxxxx
LOS by Move: D B A
Movement: L - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: E D
ApproachDel: xxxxxx 31.4 D
ApproachLOS: D

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday
PM Peak Hour

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

Intersection #41 SR-16 / Iatrobe (Sac)
Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D [34.0]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 1 0

Volume Module:
Base Vol: 7 0 1 1 1 0 13 11 510 4 3 515 3
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 7 0 1 1 1 0 14 11 533 4 3 538 3
Added Vol: 0 0 0 0 0 0 0 0 132 0 0 132 0
PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0 0
Initial Fut: 7 0 1 1 1 0 14 11 660 4 3 670 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: 7 0 1 1 1 0 14 11 660 4 3 670 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 7 0 1 1 1 0 14 11 660 4 3 670 3

Critical Gap Module:
Critical Gp: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx
FollowUpTim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx
Capacity Module:
Conflict Vol: 1369 xxxxx 662 1363 xxxxx 671 673 xxxxx xxxxxx 664 xxxxx xxxxxx
Potential Cap.: 125 xxxxx 465 126 xxxxx 460 913 xxxxx xxxxxx 920 xxxxx xxxxxx
Move Cap.: 120 xxxxx 465 124 xxxxx 460 913 xxxxx xxxxxx 920 xxxxx xxxxxx
Volume/Cap: 0.06 xxxxx 0.00 0.01 xxxxx 0.03 0.01 xxxxx xxxxxx 0.00 xxxxx xxxxx

Level Of Service Module:
Queue: xxxxxx xxxxx 0.0 xxxxx xxxxx 0.1 0.0 xxxxx xxxxxx 0.0 xxxxx xxxxxx
Stopped Del:xxxxx xxxxx 12.8 xxxxx xxxxx 13.1 9.0 xxxxx xxxxxx 8.9 xxxxx xxxxxx
LOS by Move: B A B A
Movement: L - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 120 xxxxx xxxxxx 124 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: 0.2 xxxxx xxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 37.0 xxxxx xxxxxx 34.2 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: E D
ApproachDel: 34.0 D 14.6 B
ApproachLOS: D B

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 SR-16 / Dillard

Cycle (sec): 0 Critical Vol./Cap. (X): 0.664
 Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 8.8
 Optimal Cycle: 38 Level Of Service: A

Approach: North 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: 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 80 0 51 0 0 0 0 0 457 78 56 466 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Initial Bse: 84 0 53 0 0 0 0 0 477 81 58 487 0
 Added Vol: 0 0 2 0 0 0 0 0 130 0 2 130 0
 PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0 0

User Adj: 84 0 55 0 0 0 0 0 602 81 60 617 0
 PHF Adj: 1.00 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 55 0 0 0 0 0 602 81 60 617 0

Reduced Vol: 0 0 0 0 0 0 0 0 602 81 60 617 0
 PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 84 0 55 0 0 0 0 0 602 81 60 617 0
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.76 1.00 0.76 1.00 1.00 1.00 0.96 0.92 0.97 1.00
 Lanes: 0.60 0.00 0.40 0.00 0.00 0.00 0.00 0.88 0.12 1.00 1.00 0.00

Final Sat.: 872 0 577 0 0 0 0 0 1599 216 1763 1845 0
 Capacity Analysis Module:
 Vol/Sat: 0.10 0.00 0.10 0.00 0.00 0.00 0.00 0.38 0.38 0.03 0.33 0.00

Crit Moves: ****
 Green/Cycle: 0.14 0.00 0.14 0.00 0.00 0.00 0.00 0.55 ****
 Volume/Cap: 0.69 0.00 0.69 0.00 0.00 0.00 0.00 0.69 0.69 0.44 0.54 0.00

Delay/Veh: 25.4 0.0 25.4 0.0 0.0 0.0 0.0 8.4 8.4 18.9 4.5 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 25.4 0.0 25.4 0.0 0.0 0.0 0.0 8.4 8.4 18.9 4.5 0.0

HCM2kAVg: 4 0 4 0 0 0 0 7 7 1 5 0

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 SR-16 / Sloughhouse

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: R (14.5)
 Optimal Cycle: 38 Level Of Service: A

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include

Min. Green: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:
 Base Vol: 0 0 35 0 0 0 0 0 598 3 29 576 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Initial Bse: 0 0 37 0 0 0 0 0 625 3 30 602 0
 Added Vol: 0 0 0 0 0 0 0 0 130 0 0 130 0
 PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0 0

User Adj: 0 0 37 0 0 0 0 0 750 3 30 732 0
 PHF Adj: 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 37 0 0 0 0 0 750 3 30 732 0

Reduced Vol: 0 0 0 0 0 0 0 0 750 3 30 732 0
 PCB Adj: 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
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 37 0 0 0 0 0 750 3 30 732 0
 Critical Gap Module:
 Critical Gap: 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2

Followupprim: 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2
 Capacity Module:
 Conflict Vol: 751 751 751 751 751 751 751 751 751 751 751 751 751

Move Cap.: 414 414 414 414 414 414 414 414 414 414 414 414 414
 Volume/Cap: 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09

Level Of Service Module:
 Queue: 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3 0.3
 Stopped Del: 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5

LOS by Move: * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5
 Shared Queue: 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5 14.5
 Shared LOS: * * * * *

ApproachDel: 14.5 * * * * *
 ApproachLOS: B

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #44 SR-16 / Grant Line
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.699
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.5
 Optimal Cycle: 48 Level of Service: 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: 7 7 7 7 3 3 7 7 3 3 7 7
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 1 98 30 27 78 36 18 463 3 50 465 39
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 1 102 31 28 81 38 19 484 3 52 486 41
 Added Vol: 0 0 13 0 0 0 0 117 0 13 117 0
 PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0
 Initial Fut: 1 102 44 28 81 38 19 596 3 65 603 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: 1 102 44 28 81 38 19 596 3 65 603 41
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 102 44 28 81 38 19 596 3 65 603 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
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 1 102 44 28 81 38 19 596 3 65 603 41
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 Lanes: 0.01 0.69 0.30 0.19 0.55 0.26 1.00 0.99 0.01 1.00 0.94 0.06
 Final Sat.: 13 1264 547 348 1006 464 1753 1633 10 1753 1713 116
 Capacity Analysis Module:
 Vol/Sat: 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.08 0.08
 Crit Moves: ****
 Green/Cycle: 0.15 0.15 0.15 0.15 0.15 0.15 0.06 0.40 0.40 0.06 0.40 0.40
 Volume/Cap: 0.56 0.56 0.56 0.56 0.56 0.56 0.17 0.82 0.82 0.60 0.89 0.89
 Delay/Veh: 21.6 21.6 21.6 21.6 21.6 21.6 22.1 20.4 20.4 30.5 26.5 26.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 21.6 21.6 21.6 21.6 21.6 21.6 22.1 20.4 20.4 30.5 26.5 26.5
 HCMZBvgs: 3 3 3 3 3 3 0 11 11 2 13 13

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #45 SR-16 / Sunrise
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.695
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.1
 Optimal Cycle: 48 Level of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 3 7 7 7 3 3 7 7 3 3 7 7
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol: 6 188 32 224 241 60 52 235 9 31 291 200
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 6 196 33 234 252 63 54 245 9 32 304 209
 Added Vol: 0 0 7 30 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0
 Initial Fut: 6 196 40 264 252 63 54 321 9 39 385 239
 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: 6 196 40 264 252 63 54 321 9 39 385 239
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 6 196 40 264 252 63 54 321 9 39 385 239
 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
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 6 196 40 264 252 63 54 321 9 39 385 239
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.97 0.97 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lanes: 1.00 0.83 0.17 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1535 316 1805 1900 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.13 0.13 0.15 0.13 0.04 0.03 0.18 0.01 0.02 0.21 0.16
 Crit Moves: ****
 Green/Cycle: 0.12 0.18 0.18 0.21 0.27 0.33 0.06 0.30 0.42 0.06 0.30 0.51
 Volume/Cap: 0.03 0.71 0.71 0.71 0.49 0.12 0.51 0.59 0.01 0.37 0.71 0.31
 Delay/Veh: 18.9 25.5 25.5 24.1 15.5 11.2 25.9 16.0 8.2 23.8 19.3 7.1
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 18.9 25.5 25.5 24.1 15.5 11.2 25.9 16.0 8.2 23.8 19.3 7.1
 HCMZBvgs: 0 5 5 6 4 1 2 5 0 1 7 2

 Intersection #47 SR-16 / Bradshaw
 Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Cycle Time (sec): 0 Critical Vol./Cap. (X): 0.670
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.1
 Optimal Cycle: 44 Level Of Service: B

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol.: 50 423 33 153 535 80 97 233 51 41 282 136
 Growth Adj.: 1.04
 Initial Bse: 52 442 34 160 559 84 101 243 53 43 295 142
 Added Vol.: 0 0 3 10 0 0 0 0 63 0 3 63 10
 PasserbyVol.: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 52 442 37 170 559 84 101 301 53 46 358 152
 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 1.00
 PHF Adj.: 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: 52 442 37 170 559 84 101 301 53 46 358 152
 Reduced Vol.: 0 0 0 0 0 0 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 1.00
 MUF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 52 442 37 170 559 84 101 301 53 46 358 152
 Saturation Flow Module:
 Sat./lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.94 0.94 0.95 0.95 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lanes: 1.00 1.84 0.16 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 3288 279 1805 3610 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol./Sat: 0.03 0.13 0.13 0.09 0.15 0.05 0.06 0.17 0.03 0.03 0.20 0.10
 Crit Moves: ****
 Green/Cycle: 0.10 0.20 0.20 0.14 0.24 0.33 0.09 0.32 0.42 0.07 0.30 0.44
 Volume/Cap: 0.28 0.67 0.67 0.67 0.65 0.16 0.67 0.53 0.08 0.39 0.67 0.23
 Delay/Veh: 19.1 18.7 18.7 24.8 16.8 10.6 30.5 13.2 7.7 21.8 16.9 7.9
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 19.1 18.7 18.7 24.8 16.8 10.6 30.5 13.2 7.7 21.8 16.9 7.9
 HCM2kAVG: 1 5 5 4 5 1 3 4 0 1 6 1

 Intersection #46 SR-16 / Excelsior
 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Average Delay (sec/veh): 5.7 Worst Case Level Of Service: C (24.9)

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1
 Volume Module:
 Base Vol.: 21 31 26 18 51 66 60 247 51 19 326 7
 Growth Adj.: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 22 32 27 19 53 69 63 258 53 20 341 7
 Added Vol.: 0 0 3 1 0 0 0 76 0 3 76 1
 PasserbyVol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 22 32 30 20 53 69 63 329 53 23 417 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: 22 32 30 20 53 69 63 329 53 23 417 8
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 22 32 30 20 53 69 63 329 53 23 417 8
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
 Followuprim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 1008 951 356 979 974 421 425 xxxxx xxxxx 382 xxxxx xxxxx
 Potent Cap.: 221 262 693 231 254 637 1113 xxxxx xxxxx 1155 xxxxx xxxxx
 Move Cap.: 154 242 693 188 235 637 1113 xxxxx xxxxx 1155 xxxxx xxxxx
 Volume/Cap: 0.14 0.13 0.04 0.11 0.23 0.11 0.06 xxxxx xxxxx 0.02 xxxxx xxxxx
 Level Of Service Module:
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx 0.1 xxxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 8.4 xxxxx xxxxx 8.2 xxxxx xxxxx
 LOS by Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx 264 xxxxx xxx 322 xxxxx xxx xxxxx xxxxx xxx xxxxx
 Shared Queue: xxxxx 1.3 xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Del: xxxxx 24.9 xxxxx xxxxx 24.7 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * C * * * * * C * * * * *
 Approach Del: 24.9 24.7 24.7 24.7 24.7 24.7 24.7 24.7 24.7 24.7 24.7 24.7
 Approach LOS: C C C C C C C C C C C C

APPENDIX H

Intersection Operations Calculations 2006 EPAP Plus Alternative A Phase 1 With Mitigation Measures

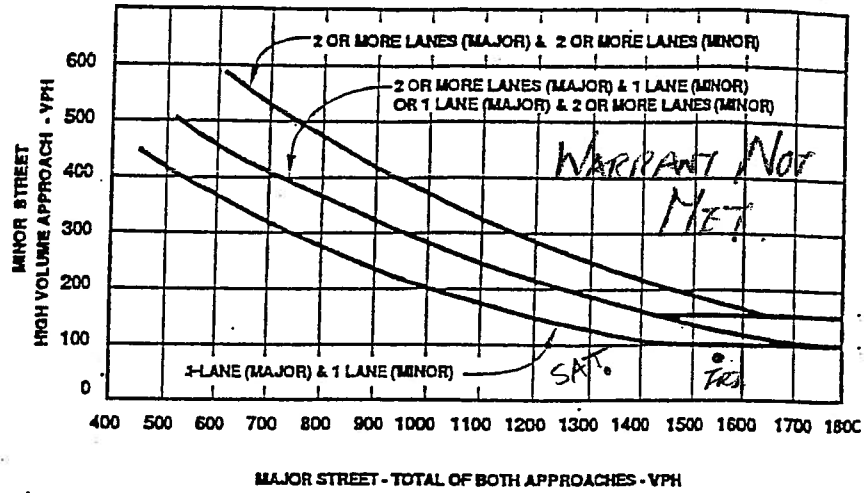
2006 Alt. A Phase I

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

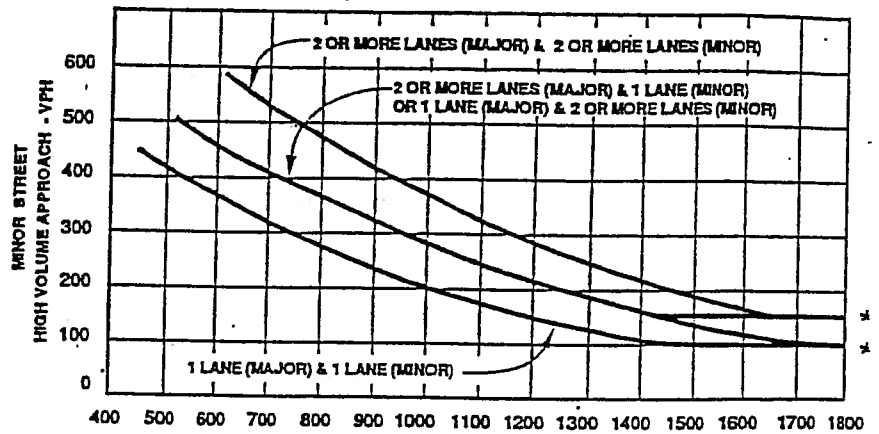
18 SR 16 / Stone House

1553
←→
ZRI
1328

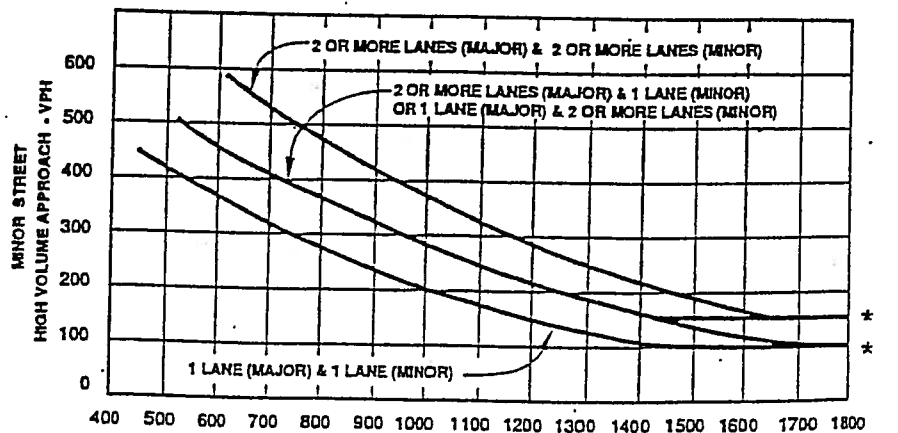
R/L
V/L



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH



MAJOR STREET - TOTAL OF BOTH APPROACHES - VPH

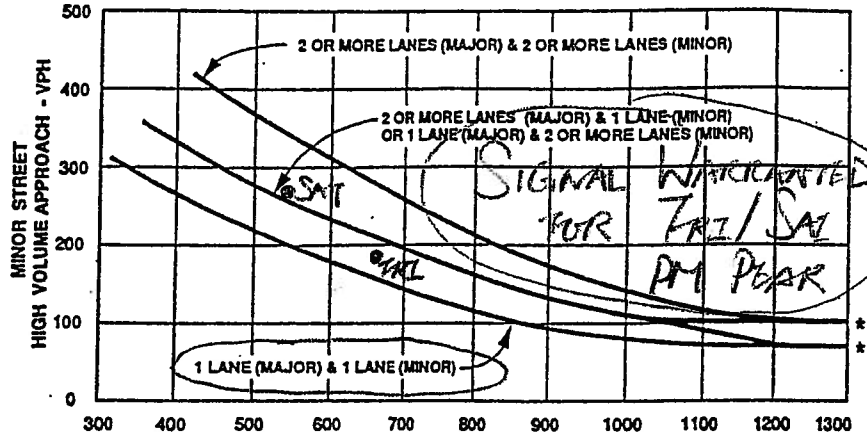
NOTE:

150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

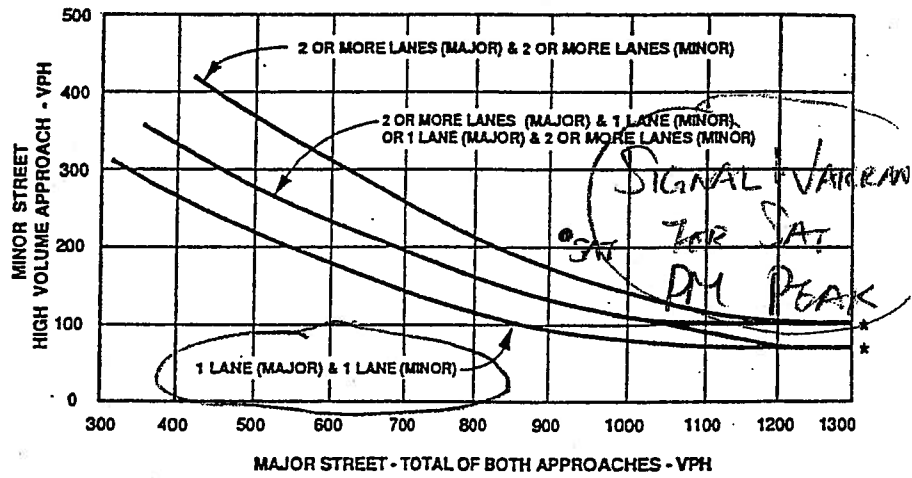
2 SR 49 / MAIN

653 / 529
← 1.77
260
FRI / SAT.



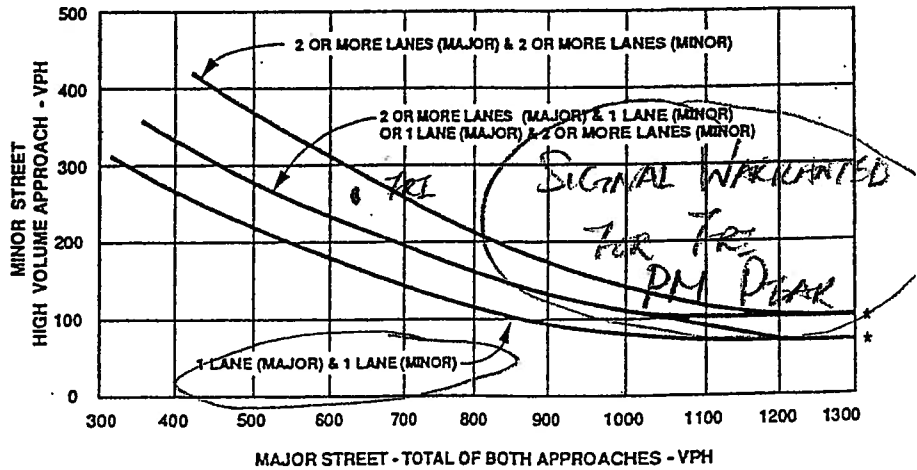
4 SR 49 / EMPIRE

915 ↑
SAT.
207 →



9 SR 104 (MAIN)
SR 124 (CHURCH)

657 ↔
FRI.
274 ↑



* NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

2006 Act. A Phase I

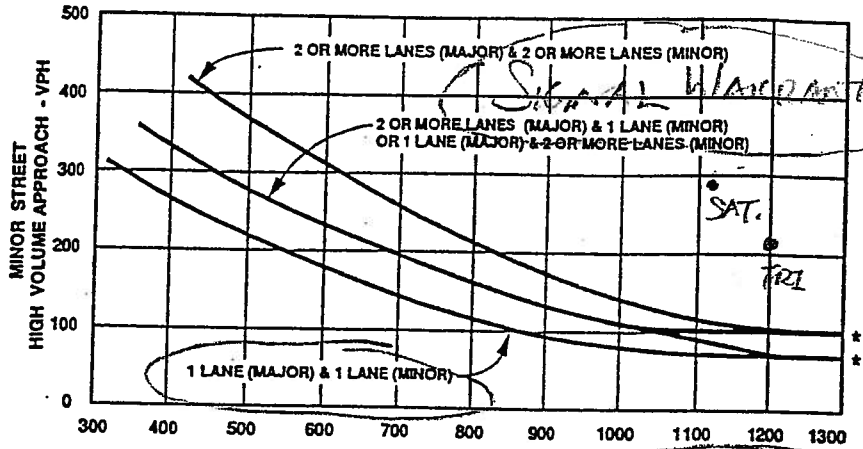
Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

A SR 49 / PROJECT ENTRY

1204 ↓ 1122

← 206
295

FRI / SAT.

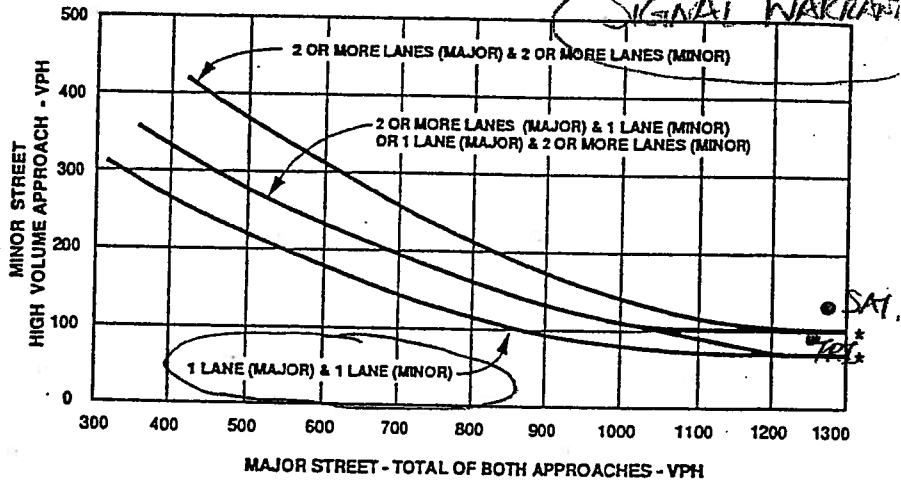


B SR 49 / SERVICE ENTRY

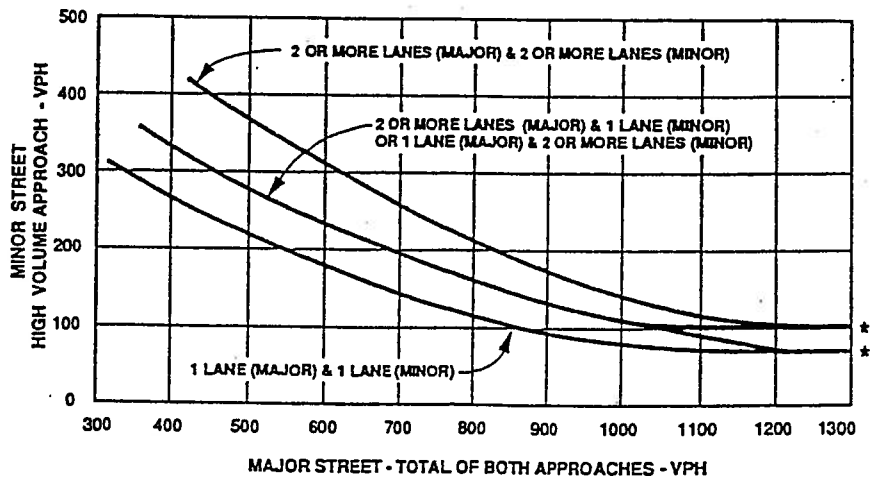
1267 ↓ 1273

← 83
118

FRI / SAT.



C _____



* NOTE:

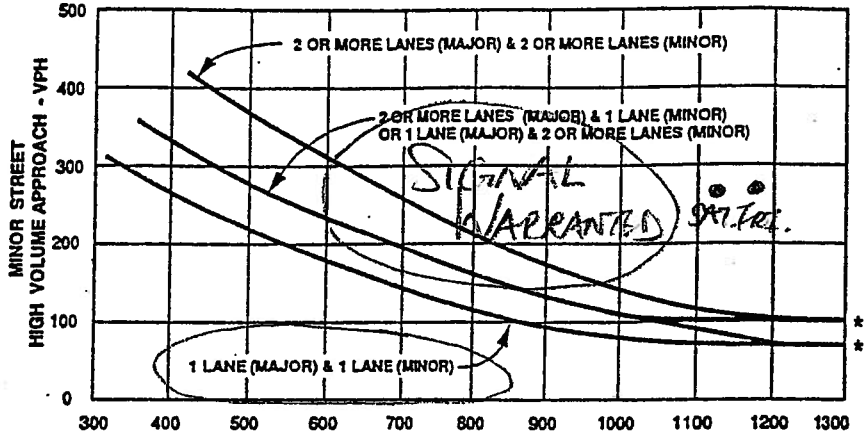
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

A SR 49 / MAIN ACCESS

1196 ↑ 1111
FRI SAT.

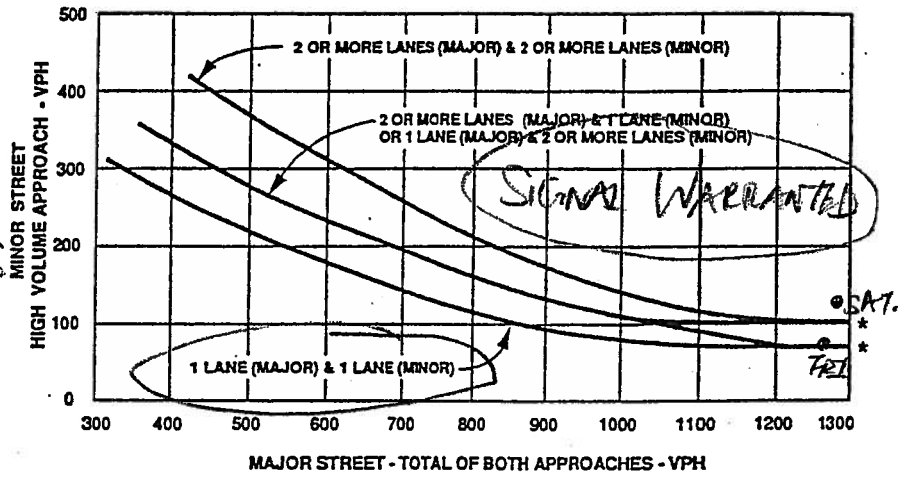
270
268



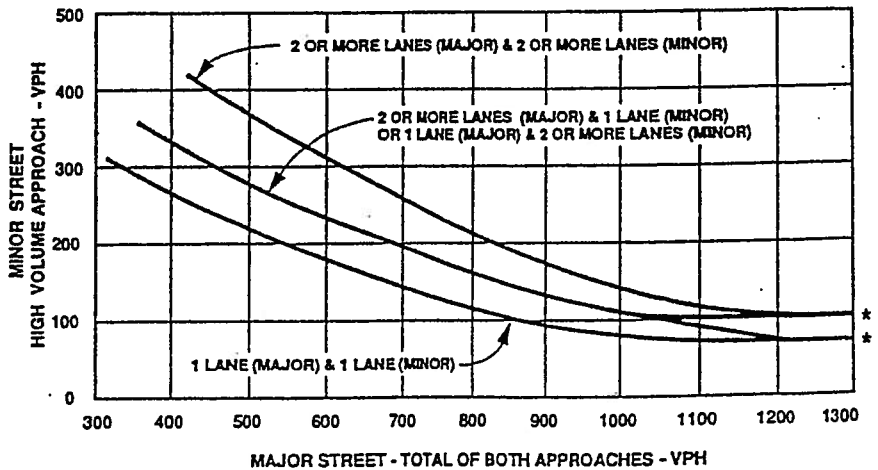
B SR 49 / SERVICE ACCESS

1267 ↑ 1273
FRI SAT.

75
107



[] _____



* NOTE:

100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
 PM Peak hour

Scenario Report

2006 Ex + Ap + Alt A (Ph I) Friday
 Command: 2006 Ex + Ap + Alt A (Ph I) Friday
 Volume: 2006 Ex + Ap Friday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2006 Alt A (Ph I) Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
 PM Peak hour

Trip Generation Report

Forecast for 2006 Alt A (Ph I) Friday

Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
1	Ione Casino-	1.00	Ione Casino	283.00	262.00	283	262	545 100.0
	Zone 1 Subtotal					283	262	545 100.0

TOTAL						283	262	545 100.0

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
 PM Peak Hour

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
7 SR-49 / Main-	58	170	235	15	157	18	14	63	55	111	53	13
9 SR-49 / Empir	122	531	5	3	391	6	9	1	100	1	6	2
10 SR-49 / SR-16	195	0	99	0	0	0	0	491	335	155	386	0
24 SR-16 / Latro	0	0	132	0	0	5	4	495	0	0	308	89
25 SR-104 (Prest)	105	190	221	35	207	31	24	19	76	212	17	24
26 SR-104 (Main)	257	6	11	2	7	16	32	184	298	3	137	3
101 SR-49 / Proje	0	583	121	81	411	0	0	0	0	0	112	0
174 SR-49 / Proje	0	706	81	0	523	0	0	0	0	0	75	0

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
 PM Peak hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
7 SR-49 / Main-	48	120	234	15	103	18	14	63	44	110	53	13
9 SR-49 / Empir	115	467	5	3	322	6	9	1	92	1	6	2
10 SR-49 / SR-16	195	0	85	0	0	0	0	308	335	146	213	0
24 SR-16 / Latro	0	0	132	0	0	5	4	399	0	0	215	89
25 SR-104 (Prest)	105	190	136	33	207	31	24	19	76	134	17	22
26 SR-104 (Main)	174	6	11	2	7	16	32	183	221	3	136	3
101 SR-49 / Proje	0	587	0	0	415	0	0	0	0	0	0	0
174 SR-49 / Proje	0	587	0	0	415	0	0	0	0	0	0	0

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
 PM Peak hour

Impact Analysis Report
 Level Of Service

Intersection	Base Del/V/ LOS Veh C	V/ C	Future Del/V/ LOS Veh C	Change in
# 7 SR-49 / Main-Fiddletown	A 5.9	0.535	A 6.3	0.576 + 0.378 D/V
# 9 SR-49 / Empire	A 6.1	0.546	A 6.9	0.603 + 0.763 D/V
# 10 SR-49 / SR-16	B 11.3	0.636	B 12.2	0.690 + 0.929 D/V
# 24 SR-16 / Latrobe (Amador)	B 14.5	0.000	C 17.9	0.000 + 3.338 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A 4.8	0.423	A 6.6	0.580 + 1.742 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A 6.0	0.555	A 8.9	0.669 + 2.958 D/V
#101 SR-49 / Project Access	A 1.7	0.457	B 10.6	0.729 + 8.888 D/V
#174 SR-49 / Project Service Access	A 1.2	0.424	A 5.3	0.639 + 4.056 D/V

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
 PM Peak hour

Signal Warrant Summary Report
 Base
Met
???

Intersection
 # 24 SR-16 / Latrobe (Amador)
 Future
Met
No

Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
Ione Casino
PM Peak hour

Signal Warrant Report
 Intersection #24 SR-16 / Latrobe (Amador)
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0
 Final Vol.: 0 0 0 0 138 0 0 5 4 517 0 0 322 93
 ApproachDel: xxxxxx 17.9 xxxxxx xxxxxx
 Approach(southbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.7]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=143]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1079]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
Ione Casino
PM Peak hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #7 SR-49 / Main-Fiddletown
 Cycle (sec): 0 Critical Vol./Cap. (Y): 0.576
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.3
 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 Ovl
 Min. Green: 5 5 5 5 5 5 5 5
 Lanes: 0 0 1 1 0 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0
 Volume Module:
 Base Vol.: 46 115 224 14 99 17 13 60 42 105 51 12
 Growth Adj.: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 48 120 234 15 103 18 14 63 44 110 53 13
 Added Vol.: 10 54 1 0 58 0 0 0 0 11 1 0 0
 PasserByVol: 0 -4 0 0 -4 0 0 0 0 0 0 0
 Initial Fut.: 58 170 235 15 157 18 14 63 55 111 53 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.: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 61 178 246 15 165 19 14 66 57 116 56 13
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
 PCE Adj.: 61 178 246 15 165 19 14 66 57 116 56 13
 MFL Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 61 178 246 15 165 19 14 66 57 116 56 13
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.82 0.82 0.82 0.88 0.88 0.88 0.92 0.92 0.85 0.75 0.75 0.75
 Lanes: 0.12 0.37 0.51 0.08 0.83 0.09 0.18 0.82 1.00 0.63 0.30 0.07
 Final Sat.: 195 570 788 128 1381 156 312 1440 1615 888 428 101
 Capacity Analysis Module:
 Vol/Sat: 0.31 0.31 0.31 0.12 0.12 0.12 0.05 0.05 0.04 0.13 0.13 0.13
 Crit Moves: ****
 Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.54 0.23 0.23 0.23 0.23 0.23 0.23
 Volume/Cap: 0.58 0.58 0.58 0.22 0.22 0.22 0.20 0.20 0.16 0.58 0.58 0.58
 Delay/Veh: 4.9 4.9 4.9 3.2 3.2 3.2 6.4 6.4 8.3 11.5 11.5 11.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 4.9 4.9 4.9 3.2 3.2 3.2 8.4 8.4 8.3 11.5 11.5 11.5
 HCMAdjVg: 4 4 4 1 1 1 1 1 1 3 3 3

Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation PM Peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #9 SR-49 / Empire

Cycle (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
Loss Time (sec): 27 Level Of Service: A
Optimal Cycle: 27
Approach: 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: 5 5 5 5
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 110 447 5 3 308 6 9 1 88 1 6 2
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 115 467 5 3 322 6 9 1 92 1 6 2
Added Vol: 7 68 0 0 73 0 0 0 8 0 0 0
PasserbyVol: 0 -4 0 0 -4 0 0 0 0 0 0 0
Initial Fut: 122 531 5 3 391 6 9 1 100 1 6 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 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 130 564 6 3 415 7 10 1 106 1 7 2
Reduced Vol: 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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
Final Vol: 130 564 6 3 415 7 10 1 106 1 7 2

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 0.92 0.92 0.92 0.76 0.76 0.85 0.93 0.93 0.93
Lanes: 0.18 0.81 0.01 0.01 0.98 0.01 0.90 0.10 1.00 0.11 0.67 0.22
Final Sat.: 281 1222 12 14 1706 27 1300 144 1615 197 1183 394
Capacity Analysis Module:
Vol/Sat: 0.46 0.46 0.24 0.24 0.24 0.01 0.01 0.07 0.01 0.01 0.01 0.01
Crit Moves: 0.59 0.59 0.59 0.59 0.59 0.19 0.19 0.19 0.19 0.19 0.19 0.19
Green/Cycle: 0.78 0.78 0.78 0.41 0.41 0.41 0.04 0.04 0.36 0.03 0.03 0.03
Volume/Cap: 8.6 8.6 8.6 3.2 3.2 3.2 9.1 9.1 10.3 9.1 9.1 9.1
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User DelAdj: 8.6 8.6 8.6 3.2 3.2 3.2 9.1 9.1 10.3 9.1 9.1 9.1
AdjDel/Veh: 8.6 8.6 8.6 3.2 3.2 3.2 9.1 9.1 10.3 9.1 9.1 9.1
HCM2kAVG: 8.6 8.6 8.6 3.2 3.2 3.2 9.1 9.1 10.3 9.1 9.1 9.1

Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation PM Peak hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #10 SR-49 / SR-16

Cycle (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
Loss Time (sec): 40 Level Of Service: B
Optimal Cycle: 40
Approach: 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: 5 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 187 0 81 0 0 0 0 0 295 321 140 204 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 195 0 85 0 0 0 0 0 308 335 146 213 1.04
Added Vol: 0 0 14 0 0 0 0 0 187 0 13 173 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 195 0 99 0 0 0 0 0 491 335 155 386 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 202 0 102 0 0 0 0 0 509 347 161 400 0
Reduced Vol: 0 0 0 0 0 0 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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 202 0 102 0 0 0 0 0 509 347 161 400 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.71 1.00 0.79 1.00 1.00 1.00 1.00 0.93 0.79 0.88 0.93 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 1.00
Final Sat.: 1353 0 1495 0 0 0 0 0 1759 1495 1671 1759 0
Capacity Analysis Module:
Vol/Sat: 0.15 0.00 0.07 0.00 0.00 0.00 0.00 0.23 0.23 0.10 0.23 0.00
Crit Moves: 0.22 0.00 0.36 0.00 0.00 0.00 0.00 0.42 0.42 0.14 0.56 0.00
Green/Cycle: 0.69 0.00 0.19 0.00 0.00 0.00 0.00 0.69 0.55 0.69 0.41 0.00
Volume/Cap: 21.3 0.0 9.1 0.0 0.0 0.0 0.0 12.3 9.9 24.9 5.3 0.0
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User DelAdj: 21.3 0.0 9.1 0.0 0.0 0.0 0.0 12.3 9.9 24.9 5.3 0.0
AdjDel/Veh: 21.3 0.0 9.1 0.0 0.0 0.0 0.0 12.3 9.9 24.9 5.3 0.0
HCM2kAVG: 5 0 1 0 0 0 0 7 4 3 0 0

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C (17.9)
Cycle (sec): 0 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.580
Loss Time (sec): 26 Level Of Service: A
Optimal Cycle: 26 Level Of Service: A

Approach: L - T - R L - T - R L - T - R L - T - R
North Bound South Bound East Bound West Bound
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5
Lanes: 1 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:
Base Vol.: 101 182 130 32 198 30 23 18 73 128 16 21
Growth Adj.: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 105 190 136 33 207 31 24 19 76 134 17 22
Added Vol.: 0 0 85 2 0 0 0 0 0 0 0 0
PasserByVol.: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut.: 105 190 221 35 207 31 24 19 76 134 17 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 Volume: 111 201 233 37 218 33 25 20 80 223 18 25
Reduced Vol.: 0 0 0 0 0 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
Final Vol.: 111 201 233 37 218 33 25 20 80 223 18 25

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.61 0.87 0.87 0.85 0.85 0.85 0.86 0.86 0.86 0.86 0.87 0.87
Lanes: 1.00 0.46 0.54 0.13 0.76 0.11 0.20 0.16 0.64 1.00 0.41 0.59
Final Sat.: 1166 762 885 209 1222 185 329 257 1044 1221 678 971
Capacity Analysis Module:
Vol/Sat: 0.10 0.26 0.26 0.18 0.18 0.18 0.08 0.08 0.08 0.18 0.03 0.03
Crit Moves: ****
Green/Cycle: 0.45 0.45 0.45 0.45 0.45 0.32 0.32 0.32 0.32 0.32 0.32 0.32
Volume/Cap: 0.21 0.58 0.58 0.39 0.39 0.39 0.24 0.24 0.24 0.58 0.08 0.08
Delay/Veh: 4.5 6.4 6.4 5.1 5.1 5.1 6.9 6.9 6.9 9.7 6.3 6.3
User Del/dj: 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: 4.5 6.4 6.4 5.1 5.1 5.1 6.9 6.9 6.9 9.7 6.3 6.3
HCMXavg: 1 4 4 2 2 2 1 1 1 3 0 0

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #24 SR-16 / Latrobe (Amador)

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C (17.9)
Cycle (sec): 0 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.580
Loss Time (sec): 26 Level Of Service: A
Optimal Cycle: 26 Level Of Service: A

Approach: L - T - R L - T - R L - T - R L - T - R
North Bound South Bound East Bound West Bound
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5
Lanes: 1 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:
Base Vol.: 0 0 0 126 0 5 4 382 0 0 0 206 85
Growth Adj.: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 132 0 5 4 399 0 0 0 215 89
Added Vol.: 0 0 0 0 0 0 0 100 0 0 0 93 0
PasserByVol.: 0 0 0 0 0 0 0 -4 0 0 0 0 0
Initial Fut.: 0 0 0 132 0 5 4 495 0 0 0 308 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 Volume: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
Reduced Vol.: 0 0 0 138 0 5 4 517 0 0 0 322 93
Final Vol.: 0 0 0 138 0 5 4 517 0 0 0 322 93

Critical Gap Module:
Critical Gap:xxxx xxxxxx 6.8 xxxx 6.9 4.2 xxxx xxxxxx xxxxxx xxxxxx
FollowupPrm:xxxx xxxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol.:xxxx xxxxxx 636 xxxx 207 415 xxxx xxxxxx xxxxxx xxxxxx
Potential Cap.:xxxx xxxxxx 415 xxxx 805 1134 xxxxxx xxxxxx xxxxxx
Move Cap.:xxxx xxxxxx 414 xxxx 805 1134 xxxxxx xxxxxx xxxxxx
Volume/Cap.:xxxx xxxxxx 0.33 xxxx 0.01 0.00 xxxxxx xxxxxx xxxxxx
Level Of Service Module:
Queue:xxxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.0 xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del:xxxxxxx xxxxxx xxxxxx xxxxxx 8.2 xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: * * * * * LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.:xxxx xxxxxx xxxxxx 422 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared Queue:xxxxxxx xxxxxx xxxxxx 1.5 xxxxxx 0.0 xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel:xxxxxxx xxxxxx xxxxxx 17.9 xxxxxx 8.2 xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * C * * * * * A * * * * *
ApproachDel: xxxxxx * * * * * 17.9 * * * * * xxxxxxxx * * * * *
ApproachLOS: * * * * * C * * * * *

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
 PM Peak hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #174 SR-49 / Project Service Access

Cycle (sec): 55 Critical Vol./Cap. (X): 0.639
 Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 5.3
 Optimal Cycle: OPTIMIZED Level Of Service: A
 Approach: 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 5 5 5 0 0 0 0 0 5 0 5
 Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 562 0 0 397 0 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 587 0 0 415 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 121 81 0 112 0 0 0 0 0 0 0 75 0 0 0 0
 PasserByVol: 0 -2 0 0 -4 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 706 81 0 523 0 0 0 0 0 0 0 75 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 PHF Volume: 0 750 86 0 555 0 0 0 0 0 0 0 80 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00
 MIF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 750 86 0 555 0 0 0 0 0 0 0 80 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.91 0.91 1.00 0.93 1.00 1.00 1.00 1.00 1.00 1.00 0.80 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.90 0.10 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 1556 179 0 1759 0 0 0 0 0 0 0 1520 0 1900 0 1900
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.48 0.48 0.00 0.32 0.00 0.00 0.00 0.00 0.00 0.00 0.05 0.00 0.00 0.00 0.00 0.00
 Crit Moves: *****
 Green/Cycle: 0.00 0.75 0.75 0.00 0.75 0.00 0.00 0.00 0.00 0.00 0.00 0.09 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 0.00 0.65 0.65 0.00 0.42 0.00 0.00 0.00 0.00 0.00 0.00 0.58 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 4.6 4.6 0.0 2.8 0.0 0.0 0.0 0.0 0.0 0.0 29.9 0.0 0.0 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 4.6 4.6 0.0 2.8 0.0 0.0 0.0 0.0 0.0 0.0 29.9 0.0 0.0 0.0 0.0 0.0
 HCMKAVG: 0 8 8 0 4 0 0 0 0 0 0 0 3 0 0 0 0

Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
Ione Casino
PM Peak hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 25 Level Of Service: A

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

Control: Permitted Permitted Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include Include
Min. Green: 5
Lanes: 1 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 101 182 130 32 198 30 23 18 73 128 16 21
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 105 190 136 33 207 31 24 19 76 134 17 22
Added Vol: 0 0 85 2 0 0 0 0 0 0 78 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 105 190 221 35 207 31 24 19 76 121 17 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: 105 190 221 35 207 31 24 19 76 212 17 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 190 221 35 207 31 24 19 76 212 17 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
Final Vol.: 105 190 221 35 207 31 24 19 76 212 17 24

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.62 0.87 0.87 0.85 0.85 0.86 0.86 0.86 0.86 0.86 0.87 0.87
Lanes: 1.00 0.46 0.54 0.13 0.76 0.11 0.20 0.16 0.64 1.00 0.41 0.59
Final Sat.: 1183 762 885 210 1226 186 329 257 1044 1223 678 971

Capacity Analysis Module:
Vol/Sat: 0.09 0.25 0.25 0.17 0.17 0.17 0.07 0.07 0.07 0.17 0.02 0.02
Crit Moves: ****
Green/Cycle: 0.45 0.45 0.45 0.45 0.45 0.31 0.31 0.31 0.31 0.31 0.31
Volume/Cap: 0.20 0.56 0.56 0.38 0.38 0.38 0.23 0.23 0.23 0.56 0.08 0.08
Delay/Veh: 4.4 6.0 6.0 4.9 4.9 4.9 6.6 6.6 6.6 9.0 6.1 6.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 4.4 6.0 6.0 4.9 4.9 4.9 6.6 6.6 6.6 9.0 6.1 6.1
HCM2KAVG: 1 3 3 2 2 2 1 1 1 3 0 0

Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
Ione Casino
PM Peak hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 29 Level Of Service: A

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

Control: Permitted Permitted Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include Include
Min. Green: 5
Lanes: 1 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 174 6 11 2 7 16 32 183 221 3 136 3
Added Vol: 83 0 0 0 0 0 0 0 0 0 1 77 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 167 6 11 2 7 16 32 184 228 3 137 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: 167 6 11 2 7 16 32 184 228 3 137 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 167 6 11 2 7 16 32 184 228 3 137 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
Final Vol.: 167 6 11 2 7 16 32 184 228 3 137 3

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.71 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.85 0.85 0.85
Lanes: 1.00 0.35 0.65 0.08 0.29 0.63 0.06 0.36 0.58 0.02 0.96 0.02
Final Sat.: 1353 576 1057 136 475 1018 102 578 938 39 1691 39

Capacity Analysis Module:
Vol/Sat: 0.19 0.01 0.01 0.02 0.02 0.02 0.32 0.32 0.32 0.08 0.08 0.08
Crit Moves: ****
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.50 0.50 0.50 0.50 0.50
Volume/Cap: 0.64 0.04 0.04 0.05 0.05 0.05 0.64 0.64 0.64 0.16 0.16
Delay/Veh: 12.3 7.3 7.3 7.3 7.3 7.3 7.2 7.2 7.2 4.1 4.1 4.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 12.3 7.3 7.3 7.3 7.3 7.3 7.2 7.2 7.2 4.1 4.1 4.1
HCM2KAVG: 4 0 0 0 0 0 5 5 5 1 1 1

Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
 Ione Casino
 PM Peak hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.675
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.6
 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: Include Ovl Include
 Min. Green: 0 0 0 0 5 0 5 3 7 0 0 0 7 7
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0

Volume Module:
 Base Vol: 0 0 0 66 0 348 460 379 0 0 214 50
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 69 0 363 480 396 0 0 224 52
 Added Vol: 0 0 0 0 0 62 67 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 69 0 425 547 396 0 0 224 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: 0 0 0 69 0 425 547 396 0 0 224 52
 Reduced Vol: 0 0 0 0 0 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
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 69 0 425 547 396 0 0 224 52

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.81 0.19
 Final Sat.: 0 0 0 1408 0 1495 1736 1828 0 0 1443 337
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.28 0.32 0.22 0.00 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.13 0.00 0.56 0.43 0.64 0.00 0.00 0.21 0.21
 Volume/Cap: 0.00 0.00 0.00 0.37 0.00 0.51 0.73 0.34 0.00 0.00 0.73 0.73
 Delay/Veh: 0.0 0.0 0.0 16.8 0.0 5.9 13.0 3.4 0.0 0.0 21.6 21.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 16.8 0.0 5.9 13.0 3.4 0.0 0.0 21.6 21.6
 HCM2KAVG: 0 0 0 1 0 4 8 2 0 0 5 5

Existing Plus Approved Plus Project A Phase I (2006) Friday - Mitigation
 Ione Casino
 PM Peak hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.756
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.3
 Optimal Cycle: 56 Level of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Ovl Include
 Min. Green: 3 7 7 3 7 7 7 7 7 7 7 7 7 7
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0

Volume Module:
 Base Vol: 29 729 2 3 448 240 253 1 18 2 3 2
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 30 761 2 3 468 251 264 1 19 2 3 2
 Added Vol: 0 44 0 0 41 17 18 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 805 2 3 509 268 282 1 19 2 3 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: 30 805 2 3 509 268 282 1 19 2 3 2
 Reduced Vol: 0 0 0 0 0 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
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 30 805 2 3 509 268 282 1 19 2 3 2

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.83 0.83 0.91 0.91 0.91
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.05 0.95 0.29 0.43 0.28
 Final Sat.: 1805 1895 5 1702 1792 1523 1736 83 1486 495 742 495
 Capacity Analysis Module:
 Vol/Sat: 0.02 0.43 0.43 0.00 0.28 0.18 0.16 0.01 0.01 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.05 0.44 0.44 0.05 0.44 0.61 0.17 0.17 0.17 0.13 0.13 0.13
 Volume/Cap: 0.31 0.97 0.97 0.03 0.65 0.29 0.97 0.08 0.08 0.03 0.03 0.03
 Delay/Veh: 27.4 38.8 38.8 25.3 14.2 5.4 66.9 19.8 19.8 21.6 21.6 21.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 27.4 38.8 38.8 25.3 14.2 5.4 66.9 19.8 19.8 21.6 21.6 21.6
 HCM2KAVG: 1 21 21 0 8 2 10 0 0 0 0 0

Ione Casino
Existing plus Approved plus Project A Phase I (2006) Friday - Mitigation
PM Peak hour

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

Intersection #46 SR-16 / Excelsior

Cycle (sec): 0 Critical Vol./Cap. (X): 0.778
Loss time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.5
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 protected protected Protected
Rights: Include Include Include Include
Min. Green: 5 0 11 0 0 5 11 0 1 0 0 1 0 1 0 1 0

Volume Module: 18 43 57 9 130 72 106 538 174 98 291 17
Base Vol: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 19 45 60 9 136 75 111 582 182 102 304 18
Added Vol: 0 0 2 1 0 0 0 0 57 0 2 53 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 19 45 62 10 136 75 111 615 182 104 357 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: 19 45 62 10 136 75 111 615 182 104 357 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 19 45 62 10 136 75 111 615 182 104 357 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
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 19 45 62 10 136 75 111 615 182 104 357 19

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.94 0.94 0.94 0.90 0.91 0.91 0.90 0.94 0.94
Lanes: 0.15 0.36 0.49 0.05 0.61 0.34 1.00 0.77 0.23 1.00 0.95 0.05
Final Sat.: 234 559 766 84 1094 606 1702 1336 395 1702 1690 89

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.12 0.12 0.12 0.07 0.46 0.46 0.06 0.21 0.21
Crit Moves: *****
Green/Cycle: 0.16 0.16 0.16 0.16 0.16 0.16 0.16 0.59 0.59 0.08 0.51 0.51
Volume/Cap: 0.50 0.50 0.50 0.78 0.78 0.78 0.41 0.78 0.78 0.78 0.41 0.41
Delay/Veh: 22.0 22.0 22.0 34.1 34.1 34.1 21.1 12.0 12.0 48.4 8.3 8.3
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 22.0 22.0 22.0 34.1 34.1 34.1 21.1 12.0 12.0 48.4 8.3 8.3
HCM2Way: 3 3 3 6 6 6 2 12 12 4 4 4

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

Scenario: 2006 Ex + Ap + Alt A (Ph I) Saturday
 Trip Generation Report

Command: 2006 Ex + Ap + Alt A (Ph I) Saturday
 Volume: 2006 Ex + Ap Saturday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2006 Alt A (Ph I) Saturday
 Trip Distribution: Existing
 Paths: 2006 (Anador Bypass)
 Routes: Existing
 Configuration: Existing

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

Trip Generation Report

Forecast for 2006 Alt A (Ph I) Saturday

Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
1	Ione Casino-	1.00	Ione Casino	375.00	375.00	375	375	750 100.0
	Zone 1 Subtotal					375	375	750 100.0

 TOTAL 375 375 750 100.0

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	L	T	L	T	L	T				
7 SR-49 / Main-	40	100	117	13	84	16	18	39	30	162	81	15
9 SR-49 / Empir	54	303	3	1	351	10	19	0	178	3	2	0
10 SR-49 / SR-16	265	0	105	0	0	0	0	151	171	175	218	0
24 SR-16 / Latro	0	0	0	0	68	0	4	220	0	0	290	120
25 SR-104 (Prest)	113	164	84	21	149	15	19	22	66	96	50	20
26 SR-104 (Main)	108	6	11	2	3	8	3	161	148	15	196	1
101 SR-49 / Proje	0	360	0	0	0	0	0	0	0	0	0	0
174 SR-49 / Proje	0	360	0	0	532	0	0	0	0	0	0	0

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	L	T	L	T	L	T				
7 SR-49 / Main-	54	172	119	13	155	16	18	39	44	164	81	15
9 SR-49 / Empir	64	395	3	1	442	10	19	0	188	3	2	0
10 SR-49 / SR-16	265	0	124	0	0	0	0	394	171	188	466	0
24 SR-16 / Latro	0	0	0	0	68	0	4	4	348	0	423	120
25 SR-104 (Prest)	113	164	196	24	149	15	19	22	66	208	50	23
26 SR-104 (Main)	218	6	11	2	3	8	3	162	258	15	197	1
101 SR-49 / Proje	0	355	160	108	526	0	0	0	0	160	0	108
174 SR-49 / Proje	0	518	107	0	686	0	0	0	0	0	107	0

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ LOS Veh C	V/ C	Future Del/ LOS Veh V/ C	Change in
# 7 SR-49 / Main-Fiddletown	A 5.7	0.482	A 6.3	0.545 + 0.608 D/V
# 9 SR-49 / Empire	A 5.3	0.381	A 6.1	0.467 + 0.833 D/V
# 10 SR-49 / SR-16	B 11.0	0.562	B 13.8	0.703 + 2.876 D/V
# 24 SR-16 / Latrobe (Amador)	B 13.2	0.000	C 16.6	0.000 + 3.485 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A 4.6	0.345	A 6.4	0.570 + 1.827 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A 4.5	0.409	A 6.8	0.588 + 2.284 D/V
#101 SR-49 / Project Access	A 1.6	0.430	B 11.2	0.683 + 9.635 D/V
#174 SR-49 / Project Service Access	A 1.2	0.398	A 6.7	0.610 + 5.470 D/V

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

Signal Warrant Summary Report
 Base
 Met
 ???

Intersection	Future Met No
# 24 SR-16 / Latrobe (Amador)	

Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
PM Peak Hour

Signal Warrant Report
Intersection #24 SR-16 / Latrobe (Amador)

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 1 1 0
Final Vol.: 0 0 0 0 72 0 4 4 368 0 0 448 127
ApproachDel: xxxxxx 16.6 xxxxxx xxxxxx
Approach(southbound)lanes=1 (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=0.4)
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: (approach volume=76)
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1023)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
PM Peak Hour

Level Of Service Computation Report
Intersection #7 SR-49 / Main-Fiddletown

Cycle (sec): 6 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.545
Loss Time (sec): 24 Average Delay (sec/veh): 6.3
Optimal Cycle: 6 Level Of Service: A
Approach: 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
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0
Volume Module:
Base Vol: 38 96 112 12 80 15 17 37 29 155 78 14
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 40 100 117 13 84 16 18 39 30 162 81 15
Added Vol: 14 77 2 0 77 0 0 0 0 14 2 0
PasserByVol: 0 -5 0 0 -6 0 0 0 0 0 0 0
Initial Fut: 54 172 119 13 155 16 18 39 44 164 81 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 55 176 121 13 158 16 18 39 45 167 83 15
Reduced Vol: 0 0 0 0 0 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
Final Vol.: 55 176 121 13 158 16 18 39 45 167 83 15
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.88 0.88 0.88 0.86 0.86 0.85 0.76 0.76 0.76
Lanes: 0.16 0.50 0.34 0.07 0.84 0.09 0.31 0.69 1.00 0.63 0.31 0.06
Final Sat.: 243 779 538 115 1417 144 517 1125 1615 910 452 81
Capacity Analysis Module:
Vol/Sat: 0.23 0.23 0.23 0.11 0.11 0.11 0.04 0.04 0.03 0.18 0.18 0.18
Crit Moves: 0.41 0.41 0.41 0.41 0.41 0.41 0.34 0.34 0.34 0.34 0.34 0.34
Volume/Cap: 0.55 0.55 0.55 0.27 0.27 0.27 0.10 0.10 0.08 0.55 0.55 0.55
Delay/Veh: 6.3 6.3 6.3 4.9 4.9 4.9 5.6 5.6 5.5 7.8 7.8 7.8
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 6.3 6.3 6.3 4.9 4.9 4.9 5.6 5.6 5.5 7.8 7.8 7.8
HCM2kAv9: 3 3 3 1 1 1 0 0 0 3 3 3

Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
Ione Casino
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #9 SR-49 / Empire

Cycle (sec): 0 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.1
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: 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 0 0

Volume Module:
Base Vol: 52 290 3 1 336 10 18 0 170 3 2 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 54 303 3 1 351 10 19 0 178 3 2 0
Added Vol: 10 97 0 0 97 0 0 0 10 0 0 0
PasserByVol: 0 -5 0 0 -6 0 0 0 0 0 0 0
Initial Fut: 64 395 3 1 442 10 19 0 188 3 2 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 71 435 3 1 487 12 21 0 207 3 2 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 71 435 3 1 487 12 21 0 207 3 2 0
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 71 435 3 1 487 12 21 0 207 3 2 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.92 0.92 0.80 1.00 0.85 0.82 0.82 1.00
Lanes: 0.14 0.85 0.01 0.01 0.97 0.02 1.00 0.00 1.00 0.50 0.40 0.00
Final Sat.: 217 1335 11 4 1708 40 1520 0 1615 939 626 0
Capacity Analysis Module:
Vol/Sat: 0.33 0.33 0.33 0.29 0.29 0.29 0.01 0.00 0.13 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.50 0.50 0.50 0.50 0.50 0.23 0.00 0.23 0.23 0.23 0.00
Volume/Cap: 0.65 0.65 0.65 0.57 0.57 0.06 0.00 0.56 0.02 0.02 0.00
Delay/Veh: 6.1 6.1 6.1 4.8 4.8 4.8 6.7 0.0 9.5 6.6 6.6 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 6.1 6.1 6.1 4.8 4.8 4.8 6.7 0.0 9.5 6.6 6.6 0.0
HCM2kAVG: 4 4 4 2 3 4 0 0 2 0 0 0

Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
Ione Casino
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #10 SR-49 / SR-16

Cycle (sec): 0 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 41 Level Of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Ovl Include
Min. Green: 5 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 254 0 101 0 0 0 0 0 145 164 168 209 0
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 265 0 105 0 0 0 0 0 151 171 175 218 0
Added Vol: 0 15 0 0 0 0 0 0 248 0 19 248 0
PasserByVol: 0 0 0 0 0 0 0 0 0 -5 0 -6 0
Initial Fut: 265 0 124 0 0 0 0 0 394 171 188 466 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 273 0 128 0 0 0 0 0 406 176 194 480 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 273 0 128 0 0 0 0 0 406 176 194 480 0
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 273 0 128 0 0 0 0 0 406 176 194 480 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.71 1.00 0.79 1.00 1.00 1.00 1.00 0.93 0.79 0.88 0.93 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.: 1353 0 1495 0 0 0 0 0 1759 1495 1671 1759 0
Capacity Analysis Module:
Vol/Sat: 0.20 0.00 0.09 0.00 0.00 0.00 0.00 0.23 0.12 0.12 0.27 0.00
Crit Moves: ****
Green/Cycle: 0.29 0.00 0.45 0.00 0.00 0.00 0.00 0.33 0.33 0.17 0.49 0.00
Volume/Cap: 0.70 0.00 0.19 0.00 0.00 0.00 0.00 0.70 0.36 0.70 0.55 0.00
Delay/Veh: 18.8 0.0 6.9 0.0 0.0 0.0 0.0 15.9 10.9 24.1 8.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 18.8 0.0 6.9 0.0 0.0 0.0 0.0 15.9 10.9 24.1 8.0 0.0
HCM2kAVG: 6 0 1 0 0 0 0 6 2 4 5 0

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #24 SR-16 / Latrobe (Amador)

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C (16.6)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 0 0 1 0 0 1 1 0

Volume Module:
Base Vol: 0 0 0 65 0 4 4 211 0 0 278 115
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 0 0 0 68 0 4 4 220 0 0 290 120
Added Vol: 0 0 0 0 0 0 0 133 0 0 133 0
PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0
Initial Fut: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User 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 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 72 0 4 4 368 0 0 448 127
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 72 0 4 4 368 0 0 448 127

Critical Gap Module:
Critical Op:xxxx xxxxxxxx 6.8 xxx 6.9 4.2 xxx xxxxxx xxxxxx xxxxxx
FollowUpTim:xxxx xxxxxxxx 3.5 xxx 3.3 2.2 xxx xxxxxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol: xxxx xxxx xxxxxx 704 xxx 287 575 xxx xxxxxx xxxxxx xxxxxx
Potenc Cap.: xxxx xxxx xxxxxx 376 xxx 715 988 xxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxxx xxxx xxxxxx 374 xxx 715 988 xxx xxxxxx xxxxxx xxxxxx
Volume/Cap: xxxx xxxx xxxxxx 0.19 xxx 0.01 0.00 xxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:
Queue: xxxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del:xxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxxx xxx 385 xxxxxx 0.0 xxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel:xxxx xxx xxxxxx xxxxxx 0.7 xxxxxx 8.7 xxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * C * * * * * A * * * * *
ApproachDel: xxxxxx 16.6 xxxxxx xxxxxx
ApproachLOS: * * * * * C

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.4
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 L T R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Lanes: 1 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0 1 0 0 1 0

Volume Module:
Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 113 164 84 21 149 15 19 22 66 96 50 20
Added Vol: 0 0 112 3 0 0 0 0 0 0 112 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 164 196 24 149 15 19 22 66 208 50 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: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
PHF Volume: 126 183 218 27 166 16 21 24 73 232 56 25
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 126 183 218 27 166 16 21 24 73 232 56 25
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 126 183 218 27 166 16 21 24 73 232 56 25

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.63 0.87 0.87 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
Lanes: 1.00 0.46 0.54 0.13 0.79 0.08 0.18 0.20 0.62 1.00 0.69 0.31
Final Sat.: 1197 750 895 208 1302 127 290 338 1014 1223 1184 540

Capacity Analysis Module:
Vol/Sat: 0.10 0.24 0.24 0.13 0.13 0.13 0.07 0.07 0.07 0.19 0.05 0.05
C/Crit Moves: 0.43 0.43 0.43 0.43 0.43 0.43 0.33 0.33 0.33 0.33 0.33 0.33
Green/Cycle: 0.25 0.57 0.57 0.30 0.30 0.30 0.22 0.22 0.22 0.57 0.14 0.14
Volume/Cap: 0.25 0.57 0.57 0.30 0.30 0.30 0.22 0.22 0.22 0.57 0.14 0.14
Delay/Veh: 4.8 6.5 6.5 4.9 4.9 4.9 6.2 6.2 6.2 8.8 6.0 6.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 4.8 6.5 6.5 4.9 4.9 4.9 6.2 6.2 6.2 8.8 6.0 6.0
HCM2AVG: 1 3 3 1 1 1 1 1 1 3 1 1

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #26 SR-104 (Main) / SR-124 (Church)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.588
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.8
 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	Include	Permitted	Include	Permitted	Include	Permitted	Include
Rights:	5	5	5	5	5	5	5	5
Min. Green:	1	0	1	0	1	0	1	0
Lanes:	1	0	1	0	1	0	1	0

Volume Module:
 Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 108 6 11 2 3 8 3 161 148 15 196 1
 Added Vol: 110 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 218 6 11 2 3 8 3 162 258 15 197 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volume: 239 7 13 2 3 9 3 177 283 16 216 1
 Reduced Vol: 0 0 0 0 0 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
 Final Vol: 239 7 13 2 3 9 3 177 283 16 216 1

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.72 0.86 0.86 0.84 0.84 0.84 0.86 0.86 0.86 0.91 0.91 0.91
 Lanes: 1.00 0.35 0.65 0.15 0.23 0.62 0.01 0.38 0.61 0.07 0.92 0.01
 Final Sat: 1367 576 1057 247 370 986 12 628 1002 118 1594 8

Capacity Analysis Module:
 Vol/Sat: 0.17 0.01 0.01 0.01 0.01 0.01 0.28 0.28 0.28 0.14 0.14 0.14
 Crit Moves: ****
 Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.48 0.48 0.48 0.48 0.48 0.48 0.48
 Volume/Cap: 0.59 0.04 0.04 0.03 0.03 0.03 0.59 0.59 0.59 0.28 0.28 0.28
 Delay/Veh: 10.3 6.8 6.8 6.8 6.8 6.8 6.2 6.2 6.2 4.4 4.4 4.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 10.3 6.8 6.8 6.8 6.8 6.8 6.2 6.2 6.2 4.4 4.4 4.4
 HCM2KAVG: 3 0 0 0 0 0 3 4 4 1 1 1

Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #101 SR-49 / Project Access

Cycle (sec): 40 Critical Vol./Cap. (X): 0.683
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
 Optimal Cycle: OPTIMIZED Level Of Service: 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	Include	Permitted	Include	Permitted	Include	Permitted	Include
Rights:	0	7	7	3	7	0	0	0
Min. Green:	0	0	1	0	1	0	0	0
Lanes:	0	0	1	0	1	0	0	0

Volume Module:
 Base Vol: 0 345 0 0 509 0 0 0 0 0 0 0
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 360 0 0 532 0 0 0 0 0 0 0
 Added Vol: 0 0 160 108 0 0 0 0 0 0 0 0
 PasserByVol: 0 -5 0 0 -6 0 0 0 0 0 0 0
 Initial Fut: 0 355 160 108 526 0 0 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volume: 0 392 176 119 580 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 0 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
 Final Vol: 0 392 176 119 580 0 0 0 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.89 0.89 0.88 0.93 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.89 0.31 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat: 0 1162 523 1671 1759 0 0 0 0 0 1461 0 1615

Capacity Analysis Module:
 Vol/Sat: 0.00 0.34 0.34 0.07 0.33 0.00 0.00 0.00 0.00 0.12 0.00 0.07
 Crit Moves: ****
 Green/Cycle: 0.00 0.49 0.49 0.10 0.60 0.00 0.00 0.00 0.00 0.18 0.00 0.28
 Volume/Cap: 0.00 0.68 0.68 0.68 0.55 0.00 0.00 0.00 0.00 0.68 0.00 0.26
 Delay/Veh: 0.0 10.1 10.1 27.9 5.4 0.0 0.0 0.0 0.0 22.7 0.0 11.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 10.1 10.1 27.9 5.4 0.0 0.0 0.0 0.0 22.7 0.0 11.5
 HCM2KAVG: 0 7 7 3 5 0 0 0 0 4 0 1

Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

```

Level of Service Computation Report
-----
2000 HCM Operations Method (Future Volume Alternative)
-----
Intersection #174 SR-49 / Project Service Access
-----
Cycle (sec):          55          Critical Vol./Cap. (X):      0.610
Loss Time (sec):      9 (Y+R = 4 sec) Average Delay (sec/veh):  6.7
Optimal Cycle:OPTIMIZED
Level of Service:      A
-----
Approach:  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  5  5  5  0  0  0  0  0  0  0  5  0  5
Lanes:     0  0  1  0  0  0  1  0  0  0  0  0  1  0  0  0  1
-----
Volume Module:
-----
Base Vol:      0 345  0  0 509  0  0  0  0  0  0  0  0  0  0
Growth Adj:   1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base:  0 360  0  0 532  0  0  0  0  0  0  0  0  0  0
Added Vol:    0 160 107  0 160  0  0  0  0  0  0  107  0  0
PassbyVol:    0 -2  0  0 -6  0  0  0  0  0  0  0  0  0
Initial Fut:   0 518 107  0 686  0  0  0  0  0  0  107  0  0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume:   0 572 118  0 756  0  0  0  0  0  0  118  0  0
Reduced Vol:  0  0  0  0  0  0  0  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
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol:    0 572 118  0 756  0  0  0  0  0  0  118  0  0
-----
Saturation Flow Module:
-----
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  1.00 0.90 0.90 1.00 0.90 1.00 1.00 1.00 1.00 0.77 1.00 1.00
Lanes:      0 0.83 0.17 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
Final Sat.:  0 1425 294  0 1759  0  0  0  0  1461  0 1900
-----
Capacity Analysis Module:
-----
Vol/Sat:    0.00 0.40 0.40 0.00 0.43 0.00 0.00 0.00 0.00 0.08 0.00 0.00
Crit Moves:
Green/Cycle: 0.00 0.70 0.70 0.00 0.70 0.00 0.00 0.00 0.00 0.13 0.00 0.00
Volume/Cap:  0.00 0.57 0.00 0.61 0.00 0.00 0.00 0.00 0.00 0.61 0.00 0.00
Delay/Veh:   0.0 4.7 4.7 0.0 5.1 0.0 0.0 0.0 0.0 28.1 0.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  0.0 4.7 4.7 0.0 5.1 0.0 0.0 0.0 0.0 28.1 0.0 0.0
HCM2kAVG:   0  6  7  0  8  0  0  0  0  4  0  0
-----

```


Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.8
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 L-T-R
Control: Permitted Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 1 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0 1 0

Volume Module:
Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 113 164 84 21 149 15 19 22 66 96 50 20
Added Vol: 0 0 112 3 0 0 0 0 0 0 112 0 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 164 196 24 149 15 19 22 66 208 50 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: 113 164 196 24 149 15 19 22 66 208 50 23
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 113 164 196 24 149 15 19 22 66 208 50 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
MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 113 164 196 24 149 15 19 22 66 208 50 23

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.64 0.87 0.87 0.86 0.86 0.86 0.86 0.86 0.86 0.65 0.91 0.91
Lanes: 1.00 0.46 0.54 0.13 0.79 0.08 0.18 0.20 0.62 1.00 0.69 0.31
Final Sat: 1220 750 895 209 1306 128 289 337 1012 1239 1184 540

Capacity Analysis Module:
Vol/Sat: 0.09 0.22 0.22 0.11 0.11 0.11 0.07 0.07 0.07 0.17 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.42 0.42 0.42 0.42 0.32 0.32 0.32 0.32 0.32 0.32 0.32
Volume/Cap: 0.22 0.52 0.52 0.27 0.27 0.27 0.20 0.20 0.20 0.52 0.13 0.13
Delay/Veh: 4.5 5.7 5.7 4.6 4.6 4.6 5.9 5.9 5.9 7.6 5.6 5.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 4.5 5.7 5.7 4.6 4.6 4.6 5.9 5.9 5.9 7.6 5.6 5.6
HCMXAVG: 1 3 3 1 1 1 1 1 1 1 3 0 0

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.1
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 L-T-R
Control: Permitted Permitted Permitted Permitted Permitted
Rights: Include Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 1 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0

Volume Module:
Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bse: 108 6 11 2 3 8 3 161 148 15 196 1
Added Vol: 110 0 0 0 0 0 0 0 0 1 110 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 218 6 11 2 3 8 3 162 258 15 197 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: 218 6 11 2 3 8 3 162 258 15 197 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 218 6 11 2 3 8 3 162 258 15 197 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
MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 218 6 11 2 3 8 3 162 258 15 197 1

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.72 0.86 0.86 0.84 0.84 0.84 0.86 0.86 0.86 0.91 0.91
Lanes: 1.00 0.35 0.65 0.15 0.23 0.62 0.01 0.38 0.61 0.07 0.92 0.01
Final Sat: 1369 576 1057 246 369 984 12 628 1002 118 1597 8

Capacity Analysis Module:
Vol/Sat: 0.16 0.01 0.01 0.01 0.01 0.01 0.26 0.26 0.26 0.12 0.12 0.12
Crit Moves: ****
Green/Cycle: 0.29 0.29 0.29 0.29 0.29 0.29 0.47 0.47 0.47 0.47 0.47
Volume/Cap: 0.55 0.04 0.04 0.03 0.03 0.03 0.55 0.55 0.55 0.26 0.26 0.26
Delay/Veh: 9.1 6.4 6.4 6.4 6.4 6.4 5.6 5.6 5.6 4.2 4.2 4.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.1 6.4 6.4 6.4 6.4 6.4 5.6 5.6 5.6 4.2 4.2 4.2
HCMXAVG: 3 0 0 0 0 0 3 3 3 1 1 1

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.647
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.5
 Optimal Cycle: 36 Level of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Protected Protected
 Rights: Include Include Include
 Min. Green: 0 0 0 0 5 0 0 1 3 0 1 0 0 0 0 0 7 7
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0
 Volume Module:
 Base Vol: 0 0 0 56 0 354 346 237 0 0 255 60
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 0 0 0 58 0 370 361 248 0 0 266 63
 Added Vol: 0 0 0 0 0 88 88 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 58 0 458 449 248 0 0 266 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 58 0 458 449 248 0 0 266 63
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 58 0 458 449 248 0 0 266 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
 Final Vol.: 0 0 0 58 0 458 449 248 0 0 266 63
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94
 Lanes: 0 0 0 0 1.00 0.00 1.00 1.00 1.00 1.00 0.00 0.81 0.19
 Final Sat.: 0 0 0 1408 0 1495 1736 1828 0 0 1441 339
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.31 0.26 0.14 0.00 0.00 0.18 0.18
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.14 0.00 0.50 0.36 0.61 0.00 0.00 0.25 0.25
 Volume/Cap: 0.00 0.00 0.29 0.00 0.62 0.73 0.22 0.00 0.00 0.73 0.73
 Delay/Veh: 0.0 0.0 0.0 14.7 0.0 8.2 14.3 3.2 0.0 0.0 18.1 18.1
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 0.0 14.7 0.0 8.2 14.3 3.2 0.0 0.0 18.1 18.1
 HCM2kAv: 0 0 0 1 0 5 6 1 0 0 5 5

Ione Casino
Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.686
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.6
 Optimal Cycle: 46 Level of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected
 Rights: Ovl Ovl
 Min. Green: 3 0 0 1 0 1 0 1 1 0 0 1 0 0 1 0 0 1 0 0
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0
 Volume Module:
 Base Vol: 15 536 1 3 400 235 271 1 24 1 0 3
 Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 16 560 1 3 418 245 283 1 25 1 0 3
 Added Vol: 0 58 0 0 58 24 24 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 16 618 1 3 476 269 307 1 25 1 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: 16 618 1 3 476 269 307 1 25 1 0 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 16 618 1 3 476 269 307 1 25 1 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
 Final Vol.: 16 618 1 3 476 269 307 1 25 1 0 3
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.82 0.82 0.85 1.00 0.85
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.04 0.96 0.25 0.00 0.75
 Final Sat.: 1805 1897 3 1702 1792 1523 1736 63 1502 406 0 1218
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.33 0.33 0.00 0.27 0.18 0.18 0.02 0.02 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.07 0.34 0.49 0.07 0.34 0.52 0.18 0.18 0.18 0.15 0.00 0.15
 Volume/Cap: 0.13 0.96 0.66 0.03 0.79 0.34 0.96 0.09 0.09 0.02 0.00 0.02
 Delay/Veh: 20.8 41.5 10.7 20.2 20.4 6.6 59.1 15.7 15.7 16.6 0.0 16.6
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 20.8 41.5 10.7 20.2 20.4 6.6 59.1 15.7 15.7 16.6 0.0 16.6
 HCM2kAv: 0 0 15 8 0 9 3 10 0 0 0 0

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

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

Intersection #46 SR-16 / Excelsior

Cycle (sec): 0 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.522
 Loss Time (sec): 29 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
 Optimal Cycle: Level Of Service: A

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

Control: Permitted Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 3 7 7 3 7 7 3 7 7

Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module: -----

Base Vol:	21	31	26	18	51	66	60	247	51	19	326	7
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	22	32	27	19	53	69	63	258	53	20	341	7
Added Vol:	0	0	3	1	0	0	0	76	0	3	76	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	32	30	20	53	69	63	329	53	23	417	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:	22	32	30	20	53	69	63	329	53	23	417	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	32	30	20	53	69	63	329	53	23	417	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
Final Vol:	22	32	30	20	53	69	63	329	53	23	417	8

Saturation Flow Module: -----

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.87	0.87	0.87	0.90	0.92	0.92	0.90	0.94	0.94
Lanes:	0.26	0.38	0.36	0.14	0.37	0.49	1.00	0.86	0.14	1.00	0.98	0.02
Final Sat.:	424	626	583	231	622	805	1702	1510	244	1702	1751	35

Capacity Analysis Module: -----

Vol/Sat:	0.05	0.05	0.05	0.09	0.09	0.09	0.04	0.22	0.22	0.01	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.10	0.36	0.36	0.16	0.41	0.41
Volume/Cap:	0.30	0.30	0.30	0.50	0.50	0.50	0.36	0.60	0.60	0.09	0.57	0.57
Delay/Veh:	11.1	11.1	11.1	12.2	12.2	12.2	13.3	9.2	9.2	10.6	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	12.2	12.2	12.2	13.3	9.2	9.2	10.6	7.6	7.6
HCM2KAVG:	1	1	1	2	2	2	1	4	4	0	4	4

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound				
	L	T	L	T	L	T	L	T			
101 SR-49 / Proje	0	345	0	0	509	0	0	0	0	0	0
174 SR-49 / Proje	0	345	0	0	509	0	0	0	0	0	0

 Ione Casino
 Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation
 PM Peak Hour

Scenario Report
 2006 Ex + Ap + Alt A (Ph I) Saturday
 Command: 2006 Ex + Ap + Alt A (Ph I) Saturday
 Volume: 2006 Ex + Ap + A Saturday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2006 Alt A (Ph I) Saturday
 Trip Distribution: Existing
 Paths: 2006 (Ameador Bypass)
 Routes: Existing
 Configuration: Existing

 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound				
	L	T	L	T	L	T	L	T			
101 SR-49 / Proje	0	340	160	108	503	0	0	0	160	0	108
174 SR-49 / Proje	0	503	107	0	663	0	0	0	107	0	0

 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/V	LOS	Del/V	LOS	
#101 SR-49 / Project Access	2.3	A	0.442	A	+ 7.393 D/V
#174 SR-49 / Project Service Access	1.4	A	0.413	A	+ 4.022 D/V

Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation PM Peak Hour

Existing Plus Approved Plus Project A Phase I (2006) Saturday - Mitigation PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #174 SR-49 / Project Service Access
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.581
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.4
 Optimal Cycle: 26 Level of Service: A
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Include Permitted Permitted Permitted Permitted
 Rights: 5
 Min. Green: 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 160 107 0 160 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 -2 0 0 -6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 503 107 0 663 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 0 503 107 0 663 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 0
 Reduced Vol: 0 503 107 0 663 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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
 Final Vol.: 0 503 107 0 663 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.90 0.90 1.00 0.93 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 0.82 0.18 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 1416 301 0 1759 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.36 0.36 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.58 0.58 0.00 0.58 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 0.00 0.62 0.62 0.00 0.65 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 4.8 4.8 0.0 5.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 4.8 4.8 0.0 5.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 HCM2KAVG: 0 4 4 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #101 SR-49 / Project Access
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.634
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
 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 Include Permitted Permitted Permitted Permitted
 Rights: 3 7 7 3 7 7 5 5 5 5 5 5 5 5 5 5 5 5 5 5
 Min. Green: 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 160 108 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 -5 0 0 -6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 340 160 108 503 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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
 PHF Volume: 0 340 160 108 503 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 0
 Reduced Vol: 0 340 160 108 503 0 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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
 Final Vol.: 0 340 160 108 503 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.89 0.89 0.88 0.93 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 0.68 0.32 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 1145 539 1671 1759 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.30 0.30 0.06 0.29 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.47 0.47 0.10 0.57 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Volume/Cap: 0.00 0.63 0.63 0.63 0.50 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
 Delay/Veh: 0.0 8.7 8.7 22.7 4.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 8.7 8.7 22.7 4.9 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 HCM2KAVG: 0 5 5 3 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0

APPENDIX I

Intersection Operations Calculations 2009 EPAP Plus Alternative A Phase 1 & 2 Condition

Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #25 SR-104 (Prescon) / SR-124 (Morch)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.549
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.3
 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 Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
 Lanes: 1 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 1 0 0 1 0

Volume Module:
 Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 120 175 89 22 159 16 20 23 70 103 54 21
 Added Vol: 0 0 123 3 0 0 0 0 0 0 121 0 3
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 120 175 212 25 159 16 20 23 70 224 54 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: 120 175 212 25 159 16 20 23 70 224 54 24
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 120 175 212 25 159 16 20 23 70 224 54 24
 PCS Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 120 175 212 25 159 16 20 23 70 224 54 24

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.64 0.87 0.87 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.91 0.91
 Lanes: 1.00 0.45 0.55 0.13 0.79 0.08 0.18 0.20 0.62 1.00 0.69 0.31
 Final Sat.: 1211 743 901 207 1307 128 290 338 1014 1230 1187 537
 Capacity Analysis Module:
 Vol/Sat: 0.10 0.24 0.24 0.12 0.12 0.12 0.07 0.07 0.07 0.18 0.05 0.05
 Crit Moves: ****
 Green/Cycle: 0.43 0.43 0.43 0.43 0.33 0.33 0.33 0.33 0.33 0.33 0.33 0.33
 Volume/Cap: 0.23 0.55 0.55 0.28 0.28 0.28 0.21 0.21 0.21 0.55 0.14 0.14
 Delay/Veh: 4.8 6.3 6.3 4.9 4.9 4.9 6.2 6.2 6.2 8.4 6.0 6.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 4.8 6.3 6.3 4.9 4.9 4.9 6.2 6.2 6.2 8.4 6.0 6.0
 HCM2kAvg: 1 3 3 1 1 1 1 1 1 3 1 1

Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #25 SR-104 (Main) / SR-124 (Church)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.583
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.7
 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 Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
 Lanes: 1 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0

Volume Module:
 Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 115 7 12 2 3 9 3 172 158 16 210 1
 Added Vol: 121 0 0 0 0 0 0 0 0 0 1 19 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 236 7 12 2 3 9 3 173 277 16 211 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: 236 7 12 2 3 9 3 173 277 16 211 1
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 236 7 12 2 3 9 3 173 277 16 211 1
 PCS Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 236 7 12 2 3 9 3 173 277 16 211 1

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.72 0.86 0.86 0.84 0.84 0.84 0.86 0.86 0.86 0.91 0.91 0.91
 Lanes: 1.00 0.35 0.65 0.15 0.23 0.62 0.01 0.38 0.61 0.07 0.92 0.01
 Final Sat.: 1369 576 1057 246 369 985 12 625 1003 118 1594 8
 Capacity Analysis Module:
 Vol/Sat: 0.17 0.01 0.01 0.01 0.01 0.01 0.28 0.28 0.28 0.13 0.13 0.13
 Crit Moves: ****
 Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.47 0.47 0.47 0.47 0.47 0.47
 Volume/Cap: 0.58 0.04 0.04 0.03 0.03 0.03 0.58 0.58 0.58 0.28 0.28 0.28
 Delay/Veh: 10.0 6.6 6.6 6.5 6.5 6.5 6.1 6.1 6.1 4.3 4.3 4.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 10.0 6.6 6.6 6.5 6.5 6.5 6.1 6.1 6.1 4.3 4.3 4.3
 HCM2kAvg: 3 0 0 0 0 0 0 0 0 3 4 4 1 1 1 1 1

Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
PM Peak hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #101 SR-49 / Project Access
 Cycle (sec): 40 Critical Vol./Cap. (X): 0.749
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.1
 Optimal Cycle: OPTIMIZED Level of Service: B
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Permitted Permitted Permitted
 Rights: Include Include Include
 Min. Green: 0 0 0 7 3 7 0 0 0 0 0 0 0 5 0 5
 Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Base: 0 393 0 0 580 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 176 118 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 393 176 118 580 0 0 0 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 1.00 1.00
 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volumes: 0 433 194 130 639 0 0 0 0 0 0 0 0 0 128
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 433 194 130 639 0 0 0 0 0 0 0 0 0 128
 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 1.00 1.00
 MLF Adj: 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
 Final Vol.: 0 433 194 130 639 0 0 0 0 0 0 0 0 0 128

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.89 0.89 0.88 0.93 1.00 1.00 1.00 1.00 1.00 0.77 1.00 0.85
 Lanes: 0.00 0.69 0.31 1.00 1.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 1164 521 1671 1759 0 0 0 0 0 1461 0 1615

Capacity Analysis Module:
 Vol/Sat: 0.00 0.37 0.37 0.08 0.36 0.00 0.00 0.00 0.00 0.00 0.13 0.00 0.08
 Crit Moves: ****
 Green/Cycle: 0.00 0.50 0.50 0.10 0.60 0.00 0.00 0.00 0.00 0.00 0.17 0.00 0.28
 Volume/Cap: 0.00 0.75 0.75 0.75 0.61 0.00 0.00 0.00 0.00 0.00 0.75 0.00 0.28
 Delay/Veh: 0.0 11.8 11.8 33.9 6.0 0.0 0.0 0.0 0.0 0.0 27.3 0.0 11.7
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 11.8 11.8 33.9 6.0 0.0 0.0 0.0 0.0 0.0 27.3 0.0 11.7
 HCM2kAVG: 0 8 8 4 6 0 0 0 0 0 5 0 2

Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
PM Peak hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #174 SR-49 / Project Service Access
 Cycle (sec): 55 Critical Vol./Cap. (X): 0.668
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 7.5
 Optimal Cycle: OPTIMIZED Level of Service: A
 Approach: North Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted Permitted
 Rights: Include Include Include
 Min. Green: 0 0 0 5 5 5 0 0 0 0 0 0 0 5 0 5
 Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
 Base Vol: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0
 Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Base: 0 393 0 0 580 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 176 117 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 345 117 0 753 0 0 0 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 1.00 1.00
 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volumes: 0 627 129 0 830 0 0 0 0 0 0 0 0 0 127 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 627 129 0 830 0 0 0 0 0 0 0 0 0 127 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 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
 Final Vol.: 0 627 129 0 830 0 0 0 0 0 0 0 0 0 127 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.90 0.90 1.00 0.93 1.00 1.00 1.00 1.00 1.00 0.77 1.00 1.00
 Lanes: 0.00 0.83 0.17 0.00 1.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 1426 293 0 1759 0 0 0 0 0 1461 0 1900

Capacity Analysis Module:
 Vol/Sat: 0.00 0.44 0.44 0.00 0.47 0.00 0.00 0.00 0.00 0.00 0.09 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.71 0.71 0.00 0.71 0.00 0.00 0.00 0.00 0.00 0.13 0.00 0.00
 Volume/Cap: 0.00 0.62 0.62 0.00 0.67 0.00 0.00 0.00 0.00 0.00 0.67 0.00 0.00
 Delay/Veh: 0.0 5.2 5.2 0.0 5.9 0.0 0.0 0.0 0.0 0.0 31.6 0.0 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 5.2 5.2 0.0 5.9 0.0 0.0 0.0 0.0 0.0 31.6 0.0 0.0
 HCM2kAVG: 0 8 8 0 9 0 0 0 0 0 4 0 0

 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 Ione Casino
 PM Peak Hour

 Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Cycle (sec): 0 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.608
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.1
 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 Include Permitted Include Permitted Include
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
 Lanes: 1 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0
 Volume Module:
 Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
 Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Bse: 123 179 91 23 163 16 21 24 72 105 55 22
 Added Vol: 0 0 123 0 0 0 0 0 121 0 0 3
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 123 179 214 26 163 16 21 24 72 226 55 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
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
 PHF Volume: 137 199 238 29 181 18 23 27 80 251 61 27
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 137 199 238 29 181 18 23 27 80 251 61 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
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 137 199 238 29 181 18 23 27 80 251 61 27
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.62 0.87 0.87 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.91 0.91
 Lanes: 1.00 0.46 0.54 0.12 0.80 0.08 0.18 0.20 0.62 1.00 0.59 0.31
 Final Sat.: 1174 749 896 206 1299 127 290 338 1015 1217 1188 536
 Capacity Analysis Module:
 Vol/Sat: 0.12 0.27 0.27 0.14 0.14 0.14 0.08 0.08 0.08 0.21 0.05 0.05
 Crit Moves: ****
 Green/Cycle: 0.44 0.44 0.44 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34
 Volume/Cap: 0.27 0.61 0.61 0.32 0.32 0.32 0.23 0.23 0.23 0.61 0.15 0.15
 Delay/Veh: 5.1 7.3 7.3 5.2 5.2 5.2 6.6 6.6 6.6 10.0 6.3 6.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 5.1 7.3 7.3 5.2 5.2 5.2 6.6 6.6 6.6 10.0 6.3 6.3
 HCM2KNGI: 1 4 4 2 2 2 1 1 1 4 1 1

 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 Ione Casino
 PM Peak Hour

 Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Cycle (sec): 0 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.629
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.7
 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 Include Permitted Include Permitted Include
 Rights: Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
 Lanes: 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0
 Volume Module:
 Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
 Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Bse: 117 7 13 2 3 9 3 175 162 16 214 1
 Added Vol: 121 0 0 0 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 238 7 13 2 3 9 3 176 281 16 215 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
 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volume: 261 7 14 2 4 10 4 194 308 17 236 1
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 261 7 14 2 4 10 4 194 308 17 236 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
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 261 7 14 2 4 10 4 194 308 17 236 1
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.72 0.86 0.86 0.85 0.85 0.85 0.86 0.86 0.86 0.86 0.90 0.90
 Lanes: 1.00 0.35 0.65 0.15 0.23 0.62 0.01 0.38 0.61 0.07 0.92 0.01
 Final Sat.: 1366 576 1057 247 371 989 12 629 1001 118 1592 8
 Capacity Analysis Module:
 Vol/Sat: 0.19 0.01 0.01 0.01 0.01 0.01 0.31 0.31 0.31 0.15 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.49 0.49 0.49 0.49 0.49
 Volume/Cap: 0.63 0.04 0.04 0.03 0.03 0.03 0.63 0.63 0.63 0.30 0.30
 Delay/Veh: 11.8 7.1 7.1 7.1 7.1 7.1 7.1 7.1 7.1 4.7 4.7
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 11.8 7.1 7.1 7.1 7.1 7.1 7.1 7.1 7.1 4.7 4.7
 HCM2KNGI: 4 0 0 0 0 0 4 5 5 2 2 1

Ione Casino
Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
PM Peak hour

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

Intersection #7 SR-49 / Main-Fiddletown
Cycle (sec): 0 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.0
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 OVI Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 38 96 112 12 80 15 17 37 29 155 78 14
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 43 109 128 14 91 17 19 42 33 177 89 16
Added Vol: 15 83 2 0 84 0 0 0 16 2 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 58 192 130 14 175 17 19 42 49 179 89 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 59 196 132 14 179 17 20 43 50 182 91 16
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 59 196 132 14 179 17 20 43 50 182 91 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
Final Vol: 59 196 132 14 179 17 20 43 50 182 91 16

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.88 0.88 0.86 0.86 0.85 0.76 0.76 0.76
Lanes: 0.15 0.51 0.34 0.07 0.85 0.08 0.31 0.69 1.00 0.63 0.31 0.06
Final Sat.: 239 788 531 111 1428 139 517 1125 1615 905 450 81

Capacity Analysis Module:
Vol/Sat: 0.25 0.25 0.25 0.13 0.13 0.13 0.04 0.04 0.03 0.20 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.34 0.34 0.34 0.34 0.34 0.34 0.34
Volume/Cap: 0.59 0.59 0.59 0.29 0.29 0.29 0.11 0.11 0.09 0.59 0.59 0.59
Delay/Veh: 7.1 7.1 7.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 7.1 7.1 7.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1
HCM2kAVG: 4 4 4 1 1 1 0 0 0 4 4 3

Ione Casino
Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
PM Peak hour

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

Intersection #9 SR-49 / Empire
Cycle (sec): 0 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
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 OVI Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 0 0

Volume Module:
Base Vol: 52 290 3 1 336 10 18 0 170 3 2 0
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 59 330 3 1 383 11 21 0 194 3 2 0
Added Vol: 11 105 0 0 106 0 0 0 0 11 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 70 435 3 1 489 11 21 0 205 3 2 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 77 480 4 1 539 13 23 0 226 4 3 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 77 480 4 1 539 13 23 0 226 4 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
Final Vol: 77 480 4 1 539 13 23 0 226 4 3 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.92 0.92 0.92 0.80 1.00 0.85 0.82 0.82 1.00
Lanes: 0.14 0.85 0.01 0.01 0.97 0.02 1.00 0.00 1.00 0.60 0.40 0.00
Final Sat.: 214 1327 10 4 1709 40 1520 0 1615 936 624 0

Capacity Analysis Module:
Vol/Sat: 0.36 0.36 0.36 0.32 0.32 0.32 0.01 0.00 0.14 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.52 0.52 0.52 0.52 0.52 0.52 0.22 0.00 0.22 0.22 0.22 0.00
Volume/Cap: 0.69 0.69 0.69 0.60 0.60 0.60 0.07 0.00 0.64 0.02 0.02 0.00
Delay/Veh: 6.7 6.7 6.7 5.0 5.0 5.0 7.2 0.0 12.2 7.1 7.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 6.7 6.7 6.7 5.0 5.0 5.0 7.2 0.0 12.2 7.1 7.1 0.0
HCM2kAVG: 5 5 4 2 4 4 0 0 3 0 0 0

 Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 PM Peak hour

 Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 PM Peak hour

 Signal Warrant Summary Report
 Base Met Future
 Met
 ??? NO

 Signal Warrant Report
 Intersection #24 SR-16 / Latrobe (Amador)
 Future Volume Alternative: Peak Hour Warrant NOT Met

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 1 1 0
 Final Vol.: 0 0 0 0 78 0 5 5 408 0 0 486 139
 ApproachDel: xxxxxx 18.4 xxxxxx
 Approach(southbound) (lanes=1) (control=stop)
 Signal Warrant Rule #1: (vehicle-hours=0.4)
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=81)
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=3) (total volume=1121)
 SUCCEEDED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 PM Peak hour

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
7 SR-49 / Main-	58	192	130	14	175	17	19	42	49	179	89	16
9 SR-49 / Empir	70	435	3	1	489	11	21	0	205	3	2	0
10 SR-49 / SR-16	289	0	136	0	0	0	0	437	187	211	506	0
24 SR-16 / Latro	0	0	0	74	0	5	5	386	0	460	131	0
25 SR-104 (Prest)	123	179	214	26	163	16	21	24	72	226	55	25
26 SR-104 (Main)	238	7	13	2	3	9	3	176	281	16	215	1
101 SR-49 / Proje	0	393	176	118	580	0	0	0	0	173	0	116
174 SR-49 / Proje	0	569	117	0	753	0	0	0	0	115	0	0

Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 PM Peak hour

Impact Analysis Report
 Level Of Service

Intersection	Base			Future			Change in
	Del/ LOS	Veh C	V/ C	Del/ LOS	Veh C	V/ C	
# 7 SR-49 / Main-Fiddletown	A	6.1	0.520	A	7.0	0.585	+ 0.918 D/V
# 9 SR-49 / Empife	A	5.9	0.419	A	6.9	0.509	+ 1.082 D/V
# 10 SR-49 / SR-16	B	12.0	0.598	B	16.3	0.750	+ 4.261 D/V
# 24 SR-16 / Latrobe (Amador)	B	13.9	0.000	C	18.4	0.000	+ 4.486 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A	4.7	0.377	A	7.1	0.608	+ 2.386 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A	4.6	0.438	A	7.7	0.629	+ 3.061 D/V
#101 SR-49 / Project Access	A	1.7	0.469	B	13.1	0.749	+11.356 D/V
#174 SR-49 / Project Service Access	A	1.3	0.435	A	7.5	0.668	+ 6.260 D/V

 Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 PM Peak hour

 Trip Distribution Report

Percent Of Trips Default		To Gates										
		1	2	3	4	5	6	7	8	9	10	11
Zone	1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
						To Gates						
Zone	12	13	14	15	16	17	18	19	20	21	22	
Zone	1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
						To Gates						
Zone	23	24	25	26								
Zone	1	0.1	0.8	1.4	1.6							

 Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
 PM Peak hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
7 SR-49 / Main-	43	109	128	14	91	17	19	42	33	177	89	16
9 SR-49 / Empir	59	330	3	1	383	11	21	0	194	3	2	0
10 SR-49 / SR-16	289	0	115	0	0	0	0	0	165	187	191	238
24 SR-16 / Latro	0	0	0	74	0	5	5	240	0	0	317	131
25 SR-104 (Prest)	123	179	91	23	163	16	21	24	72	105	55	22
26 SR-104 (Main)	117	7	13	2	3	9	3	175	162	16	214	1
101 SR-49 / Proje	0	393	0	0	580	0	0	0	0	0	0	0
174 SR-49 / Proje	0	393	0	0	580	0	0	0	0	0	0	0

Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
Ione Casino
PM Peak hour

Scenario Report
Scenario: 2009 Ex + Ap + Project Saturday
Command: 2009 Ex + Ap + Project Saturday
Volume: 2009 Ex + Ap + Project Saturday
Geometry: Existing
Impact Fee: Existing
Trip Generation: 2009 Alt A (Ph II) Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Existing Plus Approved Plus Project A Phase II (2009) Saturday - Mitigation
Ione Casino
PM Peak hour

Trip Generation Report

Forecast for 2009 Alt A (Ph II) Saturday

Zone #	Subzone	Amount	Units	Rate		Trips		Trips		Total % Of Trips Total
				In	Out	In	Out			
1	Ione Casino-	1.00	Ione Casino	411.00	404.00	411	404	411	404	815 100.0
	Zone 1 Subtotal					411	404	411	404	815 100.0

TOTAL 411 404 815 100.0

 Level Of Service Computation Report
 Future Volume Alternative
 Intersection #44 SR-16 / Grant line

 Cycle (sec): 0 Critical Vol./Cap. (X): 0.986
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 79.5
 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: 7 7 7 7 3 7 7 3
 Lanes: 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

 Volume Module:
 Base Vol: 0 217 52 105 312 54 77 743 2 41 354 39
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 0 242 58 117 348 60 86 828 2 46 395 43
 Added Vol: 0 0 11 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 242 69 117 348 60 86 921 2 56 485 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: 0 242 69 117 348 60 86 921 2 56 485 43
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 242 69 117 348 60 86 921 2 56 485 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
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 242 69 117 348 60 86 921 2 56 485 43

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.97 0.97 0.95 0.98 0.98 0.92 0.97 0.97 0.92 0.96 0.96
 Lanes: 0.00 0.78 0.22 1.00 0.85 0.15 1.00 0.99 0.01 1.00 0.92 0.08
 Final Sat.: 0 1434 409 1805 1584 274 1753 1840 4 1753 1673 150

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.17 0.17 0.06 0.22 0.22 0.05 0.50 0.50 0.03 0.29 0.29
 Crit Moves: ****
 Green/Cycle: 0.00 0.17 0.17 0.22 0.22 0.22 0.08 0.51 0.51 0.03 0.46 0.46
 Volume/Cap: 0.00 0.99 0.99 0.29 0.99 0.99 0.63 0.99 0.99 0.99 0.63 0.63
 Delay/Veh: 0.0 121 121.3 58.6 110 110.2 89.4 69.7 69.7 201.7 38.2 38.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 121 121.3 58.6 110 110.2 89.4 69.7 69.7 201.7 38.2 38.2
 HCM2KAVG: 0 21 22 6 27 27 6 56 16 6 22 22

 Level Of Service Computation Report
 Future Volume Alternative
 Intersection #46 SR-16 / Excelsior

 Cycle (sec): 0 Critical Vol./Cap. (X): 0.813
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.3
 Optimal Cycle: 60 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 11 0 0 0 11 0 0 1 0 0 1 0 1 0 1 0
 Lanes: 0 0 11 0 0 0 11 0 0 1 0 0 1 0 1 0 1 0

 Volume Module:
 Base Vol: 18 43 57 9 130 72 106 538 174 98 291 17
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 20 48 64 10 145 80 118 600 194 109 324 19
 Added Vol: 0 0 3 1 0 0 0 0 63 0 3 58 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 48 67 11 145 80 118 659 194 112 382 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: 20 48 67 11 145 80 118 659 194 112 382 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 48 67 11 145 80 118 659 194 112 382 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
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 20 48 67 11 145 80 118 659 194 112 382 20

 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.80 0.80 0.80 0.94 0.94 0.94 0.90 0.91 0.91 0.90 0.94 0.94
 Lanes: 0.15 0.36 0.49 0.05 0.61 0.34 1.00 0.77 0.23 1.00 0.95 0.05
 Final Sat.: 227 542 752 83 1095 607 1702 1337 394 1702 1691 88

 Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.09 0.13 0.13 0.13 0.07 0.49 0.49 0.07 0.23 0.23
 Crit Moves: ****
 Green/Cycle: 0.16 0.16 0.16 0.16 0.16 0.16 0.16 0.61 0.61 0.08 0.53 0.53
 Volume/Cap: 0.54 0.54 0.54 0.81 0.81 0.81 0.43 0.81 0.81 0.81 0.43 0.43
 Delay/Veh: 25.5 25.5 25.5 40.1 40.1 40.1 23.8 14.1 14.1 56.5 9.0 9.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 25.5 25.5 25.5 40.1 40.1 40.1 23.8 14.1 14.1 56.5 9.0 9.0
 HCM2KAVG: 4 3 4 7 7 7 3 15 15 4 5 5

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

Intersection #30 SR-88 / SR-12 (South)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.4
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 Split Phase
Rights: Include Include
Min. Green: 3 0 1 0 1 0 1 0 1 0 0 0 0 0 1 0 0

Lanes: 1 0 0 1 0 1 0 1 0 1 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 29 729 2 3 448 240 253 1 18 2 3 2
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Initial Bse: 32 813 2 3 499 268 282 1 20 2 3 2
Added Vol: 0 49 0 0 45 19 20 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 32 862 2 3 544 287 302 1 20 2 3 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 1.00 1.00 1.00 1.00
PHF Adj: 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
PHF Volume: 32 862 2 3 544 287 302 1 20 2 3 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 32 862 2 3 544 287 302 1 20 2 3 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 1.00 1.00 1.00 1.00
MLF Adj: 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
Final Vol.: 32 862 2 3 544 287 302 1 20 2 3 2

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.83 0.83 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
Lanes: 1605 1895 5 1702 1792 1523 1736 83 1486 495 742 495
Final Sat.: 1805 1895 5 1702 1792 1523 1736 83 1486 495 742 495

Capacity Analysis Module:
Vol/Sat: 0.02 0.45 0.45 0.00 0.30 0.19 0.17 0.01 0.01 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Vol/Sat: 0.02 0.45 0.45 0.00 0.30 0.19 0.17 0.01 0.01 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.05 0.47 0.47 0.05 0.47 0.65 0.18 0.18 0.18 0.18 0.11 0.11 0.11 0.11 0.11 0.11 0.11 0.11
Volume/Cap: 0.37 0.97 0.97 0.04 0.65 0.29 0.97 0.08 0.08 0.08 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.04
Delay/Veh: 31.2 40.2 40.2 28.3 14.5 5.0 69.3 21.3 21.3 24.6 24.6 24.6 24.6 24.6 24.6 24.6 24.6 24.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 31.2 40.2 40.2 28.3 14.5 5.0 69.3 21.3 21.3 24.6 24.6 24.6 24.6 24.6 24.6 24.6 24.6 24.6
HCM2KAVG: 1 24 9 0 9 3 11 0 0 0 0 0 0 0 0 0 0 0

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

Intersection #29 SR-88 / SR-12 (North)

Cycle (sec): 0 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
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
Rights: Include Include
Min. Green: 5 5 5 5 5 5 3 0 1 0 0 0 0 0 1 0

Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 66 0 348 460 379 0 0 214 50
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 0 0 0 74 0 388 513 423 0 0 239 56
Added Vol: 0 0 0 0 0 68 73 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 74 0 456 586 423 0 0 239 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 1.00 1.00 1.00 1.00 1.00
PHF Adj: 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
PHF Volume: 0 0 0 74 0 456 586 423 0 0 239 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 74 0 456 586 423 0 0 239 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 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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
Final Vol.: 0 0 0 74 0 456 586 423 0 0 239 56

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94
Lanes: 0 0 0 0 1408 0 1495 1736 1828 0 0 1443 337
Final Sat.: 0 0 0 1408 0 1495 1736 1828 0 0 1443 337

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.30 0.34 0.23 0.00 0.00 0.17 0.17
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.30 0.34 0.23 0.00 0.00 0.17 0.17
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.12 0.00 0.57 0.45 0.67 0.00 0.00 0.22 0.22
Volume/Cap: 0.00 0.00 0.00 0.43 0.00 0.54 0.75 0.35 0.00 0.00 0.75 0.75
Delay/Veh: 0.0 0.0 0.0 18.9 0.0 6.4 13.9 3.2 0.0 0.0 23.4 23.4
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 0.0 0.0 18.9 0.0 6.4 13.9 3.2 0.0 0.0 23.4 23.4
HCM2KAVG: 0 0 0 2 0 4 9 0 0 0 6 6

Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
 PM Peak Hour

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

Intersection #25 SR-104 (Preston) / SR-124 (North)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.592
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.7
 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 Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 1 0 0 1 0 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
 Base Vol: 101 182 130 32 198 30 23 18 73 128 16 21
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 113 203 145 36 221 33 26 20 81 143 18 23
 Added Vol: 0 0 93 3 0 0 0 0 0 86 0 2
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 113 203 238 39 221 33 26 20 81 229 18 25
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 113 203 238 39 221 33 26 20 81 229 18 25
 Reduct Vol: 0 0 0 0 0 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
 MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 113 203 238 39 221 33 26 20 81 229 18 25

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.61 0.87 0.87 0.85 0.85 0.85 0.86 0.86 0.86 0.64 0.87 0.87
 Lanes: 1.00 0.46 0.54 0.13 0.76 0.11 0.20 0.16 0.64 1.00 0.41 0.59
 Final Sat.: 1161 758 889 213 1218 185 329 257 1044 1221 680 969

Capacity Analysis Module:
 Vol/Sat: 0.10 0.27 0.27 0.18 0.18 0.18 0.08 0.08 0.08 0.19 0.03 0.03
 Crit Moves: ****
 Green/Cycle: 0.45 0.45 0.45 0.45 0.45 0.32 0.32 0.32 0.32 0.32 0.32 0.32
 Volume/Cap: 0.21 0.59 0.59 0.40 0.40 0.40 0.25 0.25 0.25 0.59 0.08 0.08
 Delay/Veh: 4.5 6.6 6.6 5.1 5.1 5.1 6.8 6.8 6.8 9.9 6.3 6.3
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 4.5 6.6 6.6 5.1 5.1 5.1 6.8 6.8 6.8 9.9 6.3 6.3
 HCM2kAvg: 1 4 4 2 2 2 1 1 1 3 0 0

Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
 PM Peak Hour

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

Intersection #26 SR-104 (Main) / SR-124 (Church)
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.674
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
 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 Permitted Permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 1 0 0 1 0 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
 Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 186 7 12 2 8 17 35 195 236 3 145 3
 Added Vol: 92 0 0 0 0 0 0 0 0 1 85 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 278 7 12 2 8 17 35 196 321 3 146 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: 278 7 12 2 8 17 35 196 321 3 146 3
 Reduct Vol: 0 0 0 0 0 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
 MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 278 7 12 2 8 17 35 196 321 3 146 3

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.71 0.86 0.86 0.86 0.86 0.86 0.85 0.85 0.85 0.85 0.93 0.93
 Lanes: 1.00 0.35 0.65 0.08 0.29 0.63 0.06 0.36 0.58 0.02 0.96 0.02
 Final Sat.: 1349 576 1057 136 476 1019 101 574 940 39 1691 39

Capacity Analysis Module:
 Vol/Sat: 0.21 0.01 0.01 0.02 0.02 0.02 0.34 0.34 0.34 0.09 0.09 0.09
 Crit Moves: ****
 Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.31 0.51 0.51 0.51 0.51 0.51 0.51
 Volume/Cap: 0.67 0.04 0.04 0.05 0.05 0.05 0.67 0.67 0.67 0.17 0.17 0.17
 Delay/Veh: 14.1 7.8 7.8 7.9 7.9 7.9 8.1 8.1 8.1 4.4 4.4 4.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 14.1 7.8 7.8 7.9 7.9 7.9 8.1 8.1 8.1 4.4 4.4 4.4
 HCM2kAvg: 5 0 0 0 0 0 6 6 6 1 1 1

Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
Ione Casino
PM Peak hour

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

Intersection #25 SR-104 (Preston) / SR-124 (North)
Cycle (sec): 0 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/Veh): 7.2
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: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5
Lanes: 1 0 0 1 0 0 0 1 1 0 0 0 1 0 0 1 0

Volume Module:
Base Vol: 101 182 130 32 198 30 23 18 73 128 16 21
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Base: 115 207 148 36 226 34 26 21 83 146 18 24
Added Vol: 0 0 93 3 0 0 0 0 86 0 0 2
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 115 207 241 39 226 34 26 21 83 232 18 26
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 121 219 254 42 238 36 28 22 88 245 19 27
Reduced Vol: 0 0 0 0 0 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
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 121 219 254 42 238 36 28 22 88 245 19 27

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.87 0.87 0.85 0.85 0.85 0.86 0.86 0.86 0.87 0.87 0.87
Lanes: 1.00 0.46 0.54 0.13 0.76 0.11 0.20 0.16 0.64 1.00 0.41 0.59
Final Sat: 1140 761 885 212 1215 184 329 258 1045 1232 681 969
Capacity Analysis Module:
Vol/Sat: 0.11 0.29 0.29 0.20 0.20 0.20 0.08 0.08 0.08 0.20 0.03 0.03
Crite Moves: ****
Green/Cycle: 0.46 0.46 0.46 0.46 0.46 0.32 0.32 0.32 0.32 0.32 0.32 0.32
Volume/Cap: 0.23 0.62 0.62 0.42 0.42 0.42 0.26 0.26 0.26 0.62 0.09 0.09
Delay/Veh: 4.7 7.2 7.2 5.4 5.4 5.4 7.3 7.3 7.3 11.0 6.7 6.7
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 4.7 7.2 7.2 5.4 5.4 5.4 7.3 7.3 7.3 11.0 6.7 6.7
HCM2kVeg: 1 4 4 3 2 3 1 1 1 4 0 0

Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
Ione Casino
PM Peak hour

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

Intersection #25 SR-104 (Main) / SR-124 (Church)
Cycle (sec): 0 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/Veh): 10.5
Optimal Cycle: 35 Level Of Service: 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: 5 5 5 5 5 5 5 5
Lanes: 1 0 0 1 0 0 0 1 1 0 0 0 1 0 0 1 0

Volume Module:
Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Base: 190 7 13 2 8 17 35 199 242 3 148 3
Added Vol: 92 0 0 0 0 0 0 1 85 0 1 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 282 7 13 2 8 17 35 200 327 3 149 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 299 7 13 2 8 18 37 213 346 0 158 0
Reduced Vol: 0 0 0 0 0 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
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 299 7 13 2 8 18 37 213 346 0 158 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.71 0.86 0.86 0.86 0.86 0.86 0.85 0.85 0.85 0.93 0.93 0.93
Lanes: 1.00 0.35 0.65 0.08 0.29 0.63 0.66 0.36 0.58 0.02 0.96 0.02
Final Sat: 1346 576 1057 136 476 1020 101 576 938 39 1691 39
Capacity Analysis Module:
Vol/Sat: 0.22 0.01 0.01 0.02 0.02 0.02 0.37 0.37 0.37 0.09 0.09 0.09
Crite Moves: ****
Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.52 0.52 0.52 0.52 0.52 0.52 0.52
Volume/Cap: 0.71 0.04 0.04 0.06 0.06 0.06 0.71 0.71 0.71 0.18 0.18 0.18
Delay/Veh: 16.4 8.4 8.4 8.5 8.5 8.5 9.4 9.4 9.4 4.6 4.6 4.6
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.4 8.4 8.4 8.5 8.5 8.5 9.4 9.4 9.4 4.6 4.6 4.6
HCM2kVeg: 6 0 0 0 0 0 7 7 7 1 1 1

Existing plus Approved plus Project A Phase II (2009) Friday - Mitigation
Ione Casino
PM Peak hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #7 SR-49 / Main-Fiddletown

Critical Vol./Cap. (X): 0.621
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/Veh): 7.0
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: Include Include OVI Include Include
Min. Green: 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module: 46 115 224 14 99 17 13 60 42 105 51 12
Base Vol: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Growth Adj: 52 131 255 16 113 19 15 68 48 120 58 14
Initial Bse: 11 59 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 63 190 256 16 177 19 15 68 60 123 58 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
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 66 199 268 17 185 20 16 72 63 126 61 14
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 66 199 268 17 185 20 16 72 63 126 61 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
MUP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 66 199 268 17 185 20 16 72 63 126 61 14

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Sat/Lane: 0.81 0.81 0.81 0.88 0.88 0.88 0.93 0.93 0.85 0.74 0.74 0.74
Adjustment: 0.12 0.37 0.51 0.08 0.83 0.09 0.18 0.82 1.00 0.67 0.30 0.07
Lanes: 193 577 778 125 1388 152 314 1448 1615 884 426 100
Final Sat: 193 577 778 125 1388 152 314 1448 1615 884 426 100
Capacity Analysis Module: 0.34 0.34 0.34 0.13 0.13 0.13 0.05 0.05 0.04 0.14 0.14 0.14
Vol/Sat: 0.34 0.34 0.34 0.13 0.13 0.13 0.05 0.05 0.04 0.14 0.14 0.14
Crit Moves: ****
Green/Cycle: 0.56 0.56 0.56 0.24 0.24 0.24 0.21 0.21 0.17 0.62 0.62 0.62
Volume/Cap: 0.62 0.62 0.62 0.24 0.24 0.24 0.21 0.21 0.17 0.62 0.62 0.62
Delay/Veh: 5.6 5.6 5.6 3.3 3.3 3.3 9.0 9.0 8.8 13.3 13.3 13.3
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 5.6 5.6 5.6 3.3 3.3 3.3 9.0 9.0 8.8 13.3 13.3 13.3
HCMKAVG: 5 5 5 1 1 1 1 1 1 3 3 3

Existing plus Approved plus Project A Phase II (2009) Friday - Mitigation
Ione Casino
PM Peak hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #9 SR-49 / Empire

Critical Vol./Cap. (X): 0.651
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/Veh): 7.5
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 OVI Include Include
Min. Green: 5 5 5 5 5 5 5 5
Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module: 110 447 5 3 308 6 9 1 88 1 6 2
Base Vol: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Growth Adj: 125 509 6 3 351 7 10 1 100 1 7 2
Initial Bse: 8 75 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 133 584 6 3 432 7 10 1 108 1 7 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
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 142 621 6 4 459 7 11 1 115 1 7 2
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 142 621 6 4 459 7 11 1 115 1 7 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
MUP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 142 621 6 4 459 7 11 1 115 1 7 2

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Sat/Lane: 0.79 0.79 0.79 0.92 0.92 0.92 0.76 0.76 0.85 0.93 0.93 0.93
Adjustment: 0.18 0.81 0.01 0.01 0.98 0.01 0.90 0.10 1.00 0.11 0.67 0.22
Lanes: 276 1211 12 14 1707 27 1300 144 1615 197 1183 394
Final Sat: 276 1211 12 14 1707 27 1300 144 1615 197 1183 394
Capacity Analysis Module: 0.51 0.51 0.51 0.27 0.27 0.27 0.01 0.01 0.07 0.01 0.01 0.01
Vol/Sat: 0.51 0.51 0.51 0.27 0.27 0.27 0.01 0.01 0.07 0.01 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.63 0.63 0.63 0.42 0.42 0.42 0.05 0.05 0.43 0.04 0.04 0.04
Volume/Cap: 0.81 0.81 0.81 0.42 0.42 0.42 0.05 0.05 0.43 0.04 0.04 0.04
Delay/Veh: 9.4 9.4 9.4 3.0 3.0 3.0 10.6 10.6 12.3 10.5 10.5 10.5
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 9.4 9.4 9.4 3.0 3.0 3.0 10.6 10.6 12.3 10.5 10.5 10.5
HCMKAVG: 10 9 8 2 3 4 0 0 2 0 0 0

Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation

Ione Casino
PM Peak hour

Intersection # 24 SR-16 / Latrobe (Amador)
Signal Warrant Summary Report
Base Met ???
Future Met NO

2009 Ex + Ap + Project FridMed Jul 27, 2005 18:30:06 Page 8-1

Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation

Ione Casino
PM Peak hour

***** Signal Warrant Report *****

Intersection #24 SR-16 / Latrobe (Amador)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 0 0 1 1 0

Final Vol.: 0 0 0 0 150 0 6 5 571 0 0 352 101

ApproachDel: xxxxxx 20.5 xxxxxx xxxxxx

Approach(southbound) [lanes=1] (control=Stop)

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=156]

SUCCESS - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3] (total volume=1185)

SUCCESS - Total volume greater than or equal to 650 for intersection with less than four approaches.

Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
 Ione Casino
 PM Peak hour

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	R	L	R	L	R	L	R				
7 SR-49 / Main-	63	190	256	16	177	19	15	68	60	121	58	14
9 SR-49 / Empir	133	584	6	3	432	7	10	1	108	1	7	2
10 SR-49 / SR-16	213	0	108	0	0	0	0	543	366	175	423	0
24 SR-16 / Latro	0	0	0	144	0	6	5	546	0	0	337	97
25 SR-104 (Prest	115	207	241	39	226	34	26	21	83	232	18	26
26 SR-104 (Main)	282	7	13	2	8	17	35	200	327	3	149	3
101 SR-49 / Proje	0	640	133	90	452	0	0	0	0	123	0	83
174 SR-49 / Proje	0	720	89	0	538	0	0	0	0	82	0	0

Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
 Ione Casino
 PM Peak hour

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change In
	Del/V	LOS Veh C	Del/V	LOS Veh C	
# 7 SR-49 / Main-Fiddletown	A	6.5 0.571	A	7.0 0.621	+ 0.529 D/V
# 9 SR-49 / Empire	A	6.5 0.588	A	7.5 0.651	+ 0.954 D/V
# 10 SR-49 / SR-16	B	12.7 0.676	B	14.3 0.735	+ 1.632 D/V
# 24 SR-16 / Latrobe (Amador)	C	15.8 0.000	C	20.5 0.000	+ 4.732 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A	5.0 0.462	A	7.2 0.618	+ 2.279 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A	6.6 0.592	B	10.5 0.714	+ 3.916 D/V
#101 SR-49 / Project Access	A	1.8 0.499	B	13.1 0.802	+11.321 D/V
#174 SR-49 / Project Service Access	A	1.2 0.424	A	5.7 0.662	+ 4.502 D/V

 Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
 PM Peak hour

 Trip Distribution Report
 Percent Of Trips Default

Zone	1	2	3	4	5	6	7	8	9	10	11
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	12	13	14	15	16	17	18	19	20	21	22
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
	To Gates										
Zone	23	24	25	26							
1	0.1	0.8	1.4	1.6							

 Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
 PM Peak hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	L	T	L	T	L	T				
7 SR-49 / Main-	52	131	255	16	113	19	15	68	48	120	58	14
9 SR-49 / Empir	125	509	6	3	351	7	10	1	100	1	7	2
10 SR-49 / SR-16	213	0	92	0	0	0	0	336	366	160	232	0
24 SR-16 / Latro	0	0	144	0	6	5	435	0	0	235	97	0
25 SR-104 (Pres)	115	207	148	36	226	34	26	21	83	146	18	24
26 SR-104 (Main)	190	7	13	2	8	17	35	199	242	3	148	3
101 SR-49 / Proje	0	640	0	0	452	0	0	0	0	0	0	0
174 SR-49 / Proje	0	587	0	0	415	0	0	0	0	0	0	0

Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
 Ione Casino
 PM Peak hour

Scenario Report
 Scenario: 2009 Ex + Ap + Project Friday
 Command: 2009 Ex + Ap + Project Friday
 Volume: Existing
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2009 Alt A (Ph II) Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Existing Plus Approved Plus Project A Phase II (2009) Friday - Mitigation
 Ione Casino
 PM Peak hour

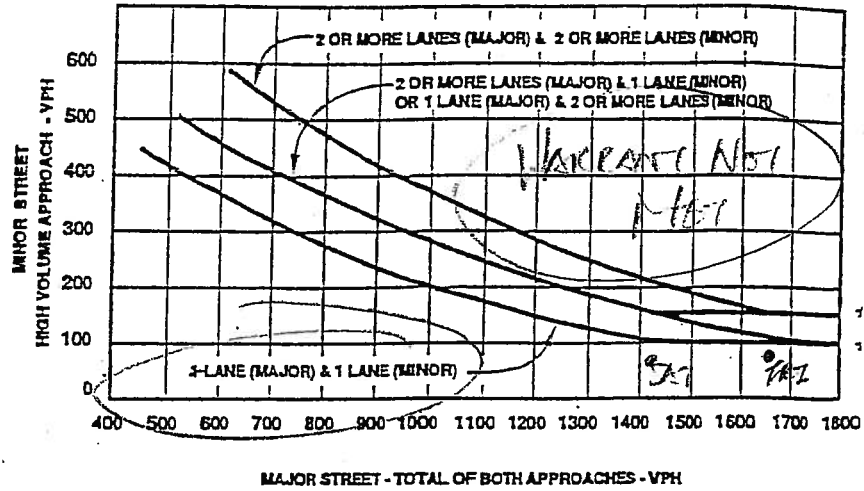
Zone		Amount Units		Rate		Trips		Total % Of	
#	Subzone			In	Out	In	Out	Trips Total	Trips Total
1	Ione Casino-	1.00	Ione Casino	312.00	288.00	312	288	600	100.0
	Zone 1 Subtotal					312	288	600	100.0
TOTAL						312	288	600	100.0

2009 + ALT A II

Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

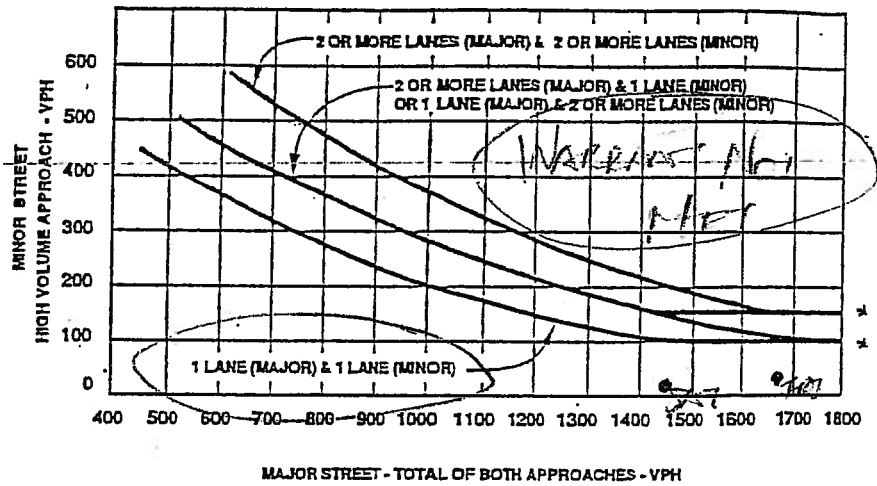
18 SR 16 / STORE HOUSE

1563
1424
80/61

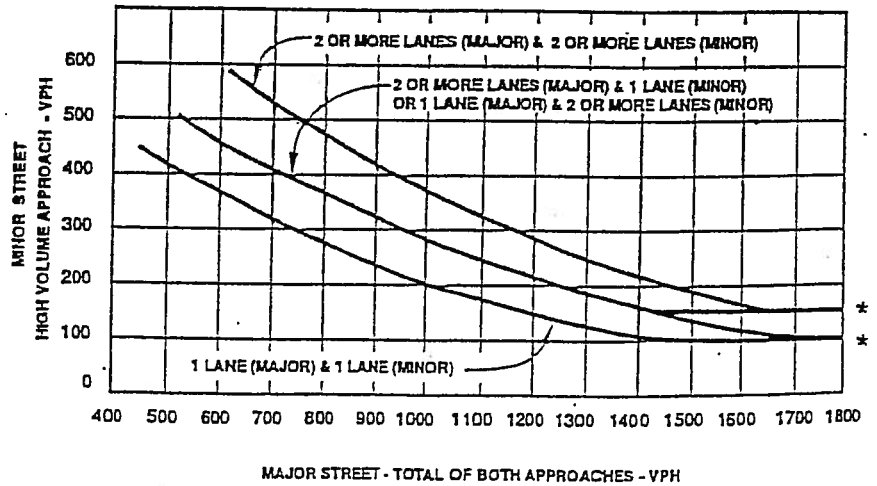


19 SR 16 / LATROBE (SACRAMENTO)

1683
1447
34/15



[Empty box]



* NOTE:
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

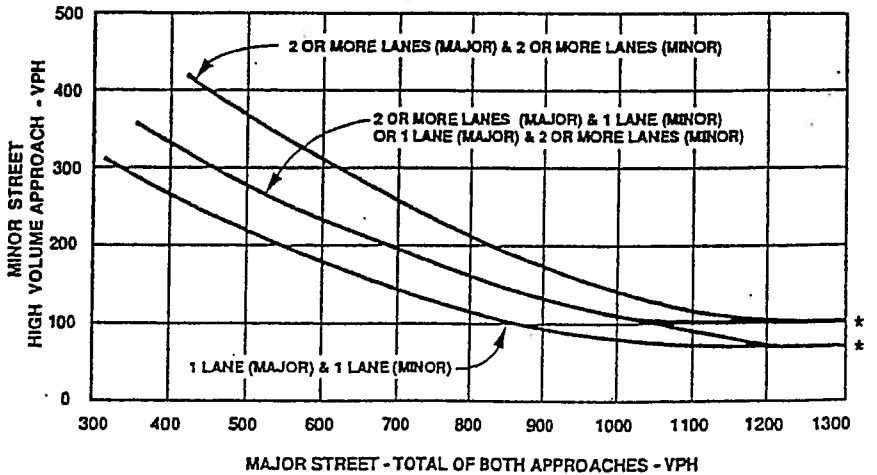
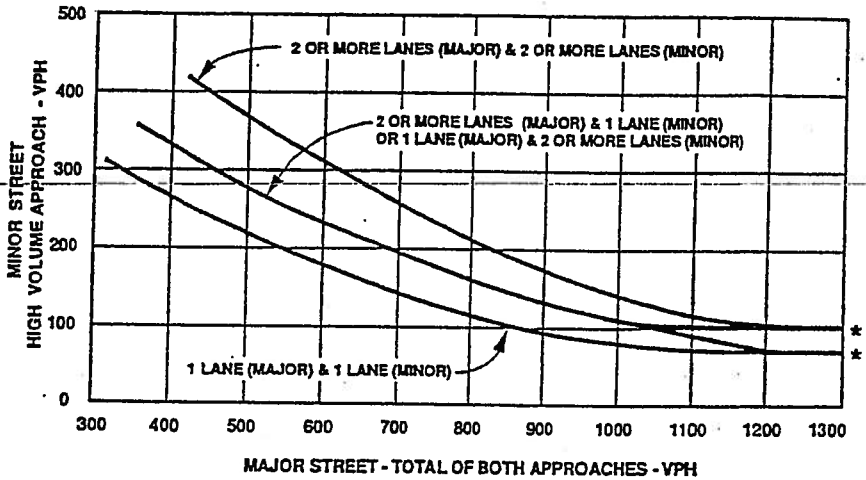
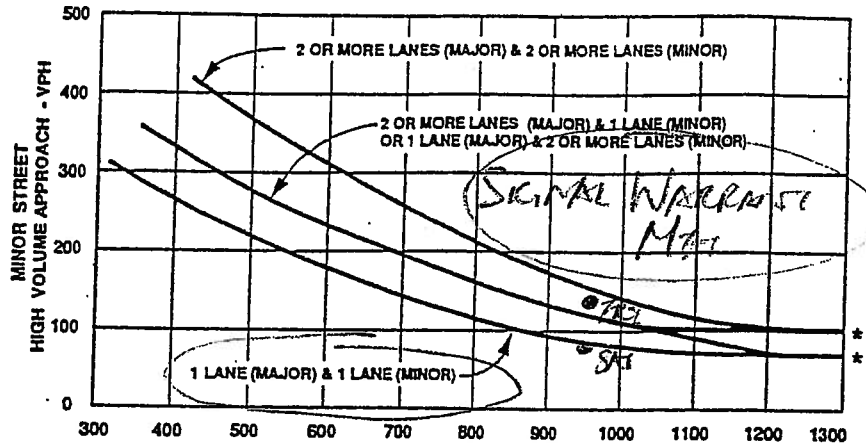
2009 + ALT-A II

Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

7 SR 16 / LATROBE
(AMADOR.)

RT. 964
RT. 961

146 ↓ 76



* NOTE:
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.



APPENDIX J

**Intersection Operations Calculations 2009
EPAP Plus Alternative A Phase 1 & 2
With Mitigation Measures**

Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday
 PM Peak Hour

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

Intersection #46 SR-16 / Excelsior
 Average Delay (sec/veh): 6.8 Worst Case Level Of Service: D (30.3)
 Loss Time (sec): 12 (X+R = 4 sec) Average Delay (sec/veh): 18.0
 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: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 1 0 1 0
 Volume Module:
 Base Vol: 21 31 26 18 51 66 60 247 51 19 326 7
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Base: 23 35 29 20 57 74 67 275 57 21 363 8
 Added Vol: 0 0 4 2 0 0 0 83 0 4 82 2
 PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0
 Initial Fut: 23 35 33 22 57 74 67 353 57 25 445 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 35 33 22 57 74 67 353 57 25 445 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 23 35 33 22 57 74 67 353 57 25 445 10
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
 Followupprim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
 Conflict Vol: 1082 1021 382 1050 1045 450 455 xxxxx xxxxx 410 xxxxx xxxxx
 Potential Cap.: 197 238 670 207 231 613 1085 xxxxx xxxxx 1127 xxxxx xxxxx
 Move Cap.: 129 218 670 162 212 613 1085 xxxxx xxxxx 1127 xxxxx xxxxx
 Volume/Cap: 0.18 0.16 0.05 0.14 0.27 0.12 0.06 xxxxx xxxxx 0.02 xxxxx xxxxx

Level Of Service Module:
 Queue: xxxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx 0.1 xxxxx xxxxx
 Stopped Del.: xxxxx xxxxx xxxxx xxxxx xxxxx 8.5 xxxxx xxxxx 8.3 xxxxx xxxxx
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx 214 xxxxx xxxxx 291 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxxx 1.7 xxxxx xxxxx 2.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxxx 29.9 xxxxx xxxxx 30.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: D D D D D D D D D D D D
 ApproachDel: 29.9 30.3 xxxxxx xxxxxx
 ApproachLOS: D D

Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday
 PM Peak Hour

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

Intersection #47 SR-16 / Bradshaw
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.695
 Loss Time (sec): 12 (X+R = 4 sec) Average Delay (sec/veh): 18.0
 Optimal Cycle: 48 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1
 Volume Module:
 Base Vol: 50 423 33 153 535 80 97 233 51 41 282 136
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Base: 56 472 37 171 596 89 108 260 57 46 314 152
 Added Vol: 0 0 4 11 0 0 0 69 0 4 68 11
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 56 472 41 182 596 89 108 324 57 50 382 163
 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: 56 472 41 182 596 89 108 324 57 50 382 163
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 56 472 41 182 596 89 108 324 57 50 382 163
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
 Followupprim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
 Conflict Vol: 1082 1021 382 1050 1045 450 455 xxxxx xxxxx 410 xxxxx xxxxx
 Potential Cap.: 197 238 670 207 231 613 1085 xxxxx xxxxx 1127 xxxxx xxxxx
 Move Cap.: 129 218 670 162 212 613 1085 xxxxx xxxxx 1127 xxxxx xxxxx
 Volume/Cap: 0.18 0.16 0.05 0.14 0.27 0.12 0.06 xxxxx xxxxx 0.02 xxxxx xxxxx

Level Of Service Module:
 Queue: xxxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx 0.1 xxxxx xxxxx
 Stopped Del.: xxxxx xxxxx xxxxx xxxxx xxxxx 8.5 xxxxx xxxxx 8.3 xxxxx xxxxx
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx 214 xxxxx xxxxx 291 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxxx 1.7 xxxxx xxxxx 2.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxxx 29.9 xxxxx xxxxx 30.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: D D D D D D D D D D D D
 ApproachDel: 29.9 30.3 xxxxxx xxxxxx
 ApproachLOS: D D

Existing Plus Approved Plus Project A Phase II (2009) Saturday PM Peak Hour Ione Casino

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SR-16 / Grant Line

Cycle (sec): 0 Critical Vol./Cap. (X): 0.729

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.9

Optimal Cycle: 52 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected

Rights: 7 Include 7 Include

Min. Green: 7 7 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module: Base Vol: 1 98 30 27 78 36 18 463 3 50 465 39

Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Initial Bse: 1 109 33 30 87 40 20 516 3 56 518 43

Added Vol: 0 0 14 0 0 0 0 128 0 14 126 0

PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0

Initial Fut: 1 109 47 30 87 40 20 639 3 70 644 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: 1 109 47 30 87 40 20 639 3 70 644 43

Reduced Vol: 0 0 0 0 0 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

Final Vol.: 1 109 47 30 87 40 20 639 3 70 644 43

Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

Lanes: 0.01 0.69 0.30 0.19 0.55 0.26 1.00 0.99 0.01 1.00 0.94 0.06

Final Sat.: 13 1261 548 348 1006 464 1753 1833 10 1753 1713 116

Capacity Analysis Module: Vol/Sat: 0.09 0.09 0.09 0.09 0.09 0.09 0.01 0.35 0.35 0.04 0.38 0.38

Crit Moves: 0.09 0.09 0.09 0.09 0.09 0.09 0.01 0.35 0.35 0.04 0.38 0.38

Green/Cycle: 0.13 0.13 0.13 0.13 0.13 0.13 0.06 0.44 0.44 0.05 0.44 0.44

Volume/Cap: 0.64 0.64 0.64 0.64 0.64 0.64 0.20 0.79 0.79 0.69 0.85 0.85

Delay/Veh: 27.1 27.1 27.1 27.0 27.0 27.0 24.3 17.6 17.6 42.4 21.5 21.5

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 27.1 27.1 27.1 27.0 27.0 27.0 24.3 17.6 17.6 42.4 21.5 21.5

HCM2KAVg: 4 4 4 4 4 4 1 11 11 3 13 13

Existing Plus Approved Plus Project A Phase II (2009) Saturday PM Peak Hour Ione Casino

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SR-16 / Sunrize

Cycle (sec): 0 Critical Vol./Cap. (X): 0.728

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.2

Optimal Cycle: 51 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Rights: 3 Include 3 Include

Min. Green: 3 3 3 3 3 3 3 3 3 3 3 3

Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module: Base Vol: 6 188 32 224 241 60 52 235 9 31 291 200

Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Initial Bse: 7 210 36 250 269 67 58 262 10 35 324 223

Added Vol: 0 0 7 33 0 0 0 89 0 7 87 32

PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0

Initial Fut: 7 210 43 283 269 67 58 346 10 42 411 255

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: 7 210 43 283 269 67 58 346 10 42 411 255

Reduced Vol: 0 0 0 0 0 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

Final Vol.: 7 210 43 283 269 67 58 346 10 42 411 255

Saturation Flow Module: Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.95 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98

Lanes: 1.00 0.83 0.17 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1805 1539 313 1805 1900 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module: Vol/Sat: 0.00 0.14 0.14 0.16 0.14 0.04 0.03 0.19 0.01 0.02 0.23 0.17

Crit Moves: 0.00 0.14 0.14 0.16 0.14 0.04 0.03 0.19 0.01 0.02 0.23 0.17

Green/Cycle: 0.06 0.18 0.18 0.21 0.34 0.40 0.06 0.31 0.37 0.06 0.31 0.52

Volume/Cap: 0.06 0.74 0.74 0.74 0.42 0.10 0.58 0.62 0.02 0.42 0.74 0.32

Delay/Veh: 22.9 28.0 28.0 26.3 13.5 9.8 31.6 17.2 10.2 25.9 21.0 7.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 22.9 28.0 28.0 26.3 13.5 9.8 31.6 17.2 10.2 25.9 21.0 7.2

HCM2KAVg: 0 6 6 6 4 1 2 6 0 1 8 3

Existing Plus Approved Plus Project A Phase II (2009) Saturday
Ione Casino
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 SR-16 / Latrobe (Sac)

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: E (37.6)

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

Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0

Volume Module:

Base Vol: 0 0 0 0 48 0 6 5 489 0 0 0 497 33

Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Initial Bse: 0 0 0 0 54 0 7 6 545 0 0 554 37

Added Vol: 0 0 0 0 0 0 0 0 145 0 0 142 0

PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0 0

Initial Fut: 0 0 0 0 54 0 7 6 685 0 0 696 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: 0 0 0 0 54 0 7 6 685 0 0 696 37

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 0 0 54 0 7 6 685 0 0 696 37

Critical Gap Module:

Critical Gap: 6.4 xxx 6.2 4.1 xxx xxx xxx xxx xxx xxx

FollowupTm: 3.5 xxx 3.3 2.2 xxx xxx xxx xxx xxx xxx

Capacity Module:

Conflict Vol: xxx xxx xxx xxx 1411 xxx 715 733 xxx xxx xxx xxx

Potent Cap.: xxx xxx xxx xxx 154 xxx 434 867 xxx xxx xxx xxx

Move Cap.: xxx xxx xxx xxx 153 xxx 434 867 xxx xxx xxx xxx

Volume/Cap: xxx xxx xxx xxx 0.35 xxx 0.02 0.01 xxx xxx xxx xxx

Level Of Service Module:

Queue: xxx xxx xxx xxx 1.4 xxx 0.0 0.0 xxx xxx xxx xxx

Stopped Del: xxx xxx xxx xxx 40.6 xxx 13.4 9.2 xxx xxx xxx xxx

LOS by Move: * * * * * E * * * * * B * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx

Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx

Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx

Shared LOS: *

ApproachDel: xxx xxx * * * * * xxx xxx * * * * * xxx xxx * * * * *

Existing Plus Approved Plus Project A Phase II (2009) Saturday
Ione Casino
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 SR-16 / Latrobe (Sac)

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E (39.5)

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 7 0 1 1 0 13 11 510 4 3 515 3

Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Initial Bse: 8 0 1 1 0 14 12 569 4 3 574 3

Added Vol: 0 0 0 0 0 0 0 145 0 0 142 0

PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0

Initial Fut: 8 0 1 1 0 14 12 709 4 3 716 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

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: 8 0 1 1 0 14 12 709 4 3 716 3

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 8 0 1 1 0 14 12 709 4 3 716 3

Critical Gap Module:

Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx xxx

FollowupTm: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx xxx

Capacity Module:

Conflict Vol: 1467 xxx 711 1460 xxx 718 720 xxx xxx xxx

Potent Cap.: 107 xxx 436 108 xxx 432 877 xxx xxx xxx

Move Cap.: 102 xxx 436 106 xxx 432 877 xxx xxx xxx

Volume/Cap: 0.08 xxx 0.00 0.01 xxx 0.03 0.01 xxx xxx xxx

Level Of Service Module:

Queue: xxx xxx xxx 0.0 xxx xxx xxx 0.1 0.0 xxx xxx xxx

Stopped Del: xxx xxx xxx 13.3 xxx xxx xxx 13.6 9.2 xxx xxx xxx

LOS by Move: * * * * * B * * * * * A * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 102 xxx xxx 106 xxx xxx 106 xxx xxx xxx xxx xxx

Shared Queue: 0.2 xxx xxx 0.0 xxx xxx 0.0 xxx xxx xxx xxx xxx

Shrd StpDel: 43.2 xxx xxx 39.2 xxx xxx 39.2 xxx xxx xxx xxx xxx

Shared LOS: *

ApproachDel: xxx xxx * * * * * xxx xxx * * * * * xxx xxx * * * * *

 Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday
 PM Peak Hour

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

Intersection #38 SR-16 / Murietta South Pkwy
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.529
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.3
 Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Include Ovl Include
 Min. Green: 5 5 5 5 3 7 7 3 7 7
 Lanes: 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 0 1 0 3 0 71 113 300 1 0 333 16
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 0 1 0 3 0 79 126 334 1 0 371 18
 Added Vol: 0 0 0 0 0 0 0 145 0 0 142 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1 0 4 0 79 126 474 1 0 513 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: 0 1 0 4 0 79 126 474 1 0 513 19
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1 0 4 0 79 126 474 1 0 513 19
 PCS Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 0 1 0 4 0 79 126 474 1 0 513 19

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.85 0.92 0.97 0.97 1.00 0.97 0.97
 Lanes: 0 0 1900 0 1520 0 1615 1753 1841 4 1900 1771 65
 Final Sat: 0 1900 0 1520 0 1615 1753 1841 4 1900 1771 65

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.05 0.07 0.26 0.26 0.00 0.29 0.29
 Crit Moves: ****
 Green/Cycle: 0.00 0.17 0.00 0.17 0.00 0.28 0.10 0.52 0.52 0.00 0.41 0.41
 Volume/Cap: 0.00 0.00 0.00 0.02 0.00 0.18 0.69 0.50 0.50 0.00 0.70 0.70
 Delay/Veh: 0.0 9.9 0.0 10.0 0.0 8.2 23.7 5.0 5.0 0.0 9.9 9.9
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 9.9 0.0 10.0 0.0 8.2 23.7 5.0 5.0 0.0 9.9 9.9
 HCM2kAVG: 0 0 0 0 0 1 3 3 3 0 6 6

 Ione Casino
 Existing Plus Approved Plus Project A Phase II (2009) Saturday
 PM Peak Hour

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

Intersection #39 SR-16 / Murietta Pkwy
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.675
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
 Optimal Cycle: 45 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Ovl Ovl Ovl Ovl
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7
 Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 80 101 39 26 97 114 139 321 75 35 344 22
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 89 113 43 29 108 127 155 358 84 39 384 25
 Added Vol: 0 0 0 0 0 0 0 0 0 0 145 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 89 113 43 29 108 127 155 498 84 39 526 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: 89 113 43 29 108 127 155 498 84 39 526 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 89 113 43 29 108 127 155 498 84 39 526 25
 PCS Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 89 113 43 29 108 127 155 498 84 39 526 25

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 0.85 0.92 0.97 0.83 0.92 0.96 0.96
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1750 82

Capacity Analysis Module:
 Vol/Sat: 0.05 0.06 0.03 0.02 0.06 0.08 0.09 0.27 0.05 0.02 0.30 0.30
 Crit Moves: ****
 Green/Cycle: 0.07 0.16 0.22 0.07 0.16 0.27 0.12 0.44 0.51 0.07 0.39 0.39
 Volume/Cap: 0.74 0.38 0.12 0.24 0.37 0.29 0.76 0.61 0.10 0.33 0.76 0.76
 Delay/Veh: 42.2 17.9 14.1 21.0 17.8 13.3 34.6 10.8 5.7 21.7 16.5 16.5
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 42.2 17.9 14.1 21.0 17.8 13.3 34.6 10.8 5.7 21.7 16.5 16.5
 HCM2kAVG: 3 2 1 2 2 2 4 6 1 1 9 9

Existing Plus Approved Plus Project A Phase II (2009) Saturday
PM Peak Hour

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

Intersection #30 SR-88 / SR-12 (South)
Average Delay (sec/veh): 104.5 Worst Case Level of Service: F[539.6]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 15 536 1 3 400 235 271 1 24 1 0 0 3
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Base: 17 598 1 3 446 262 302 1 27 1 0 0 3
Added Vol: 0 64 0 0 63 26 26 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 17 662 1 3 509 288 328 1 27 1 0 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: 17 662 1 3 509 288 328 1 27 1 0 0 3
Final Vol: 17 662 1 3 509 288 328 1 27 1 0 0 3

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2
Followup: 2.2 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3

Capacity Module:
Conflict Vol: 509 xxxxx xxxxx 663 xxxxx xxxxx 1213 1212 509 1369 xxxxx 662
Potential Cap: 1066 xxxxx xxxxx 907 xxxxx xxxxx 157 180 560 123 xxxxx 458
Move Cap: 1066 xxxxx xxxxx 907 xxxxx xxxxx 154 177 560 114 xxxxx 458
Volume/Cap: 0.02 xxxxx xxxxx 0.00 xxxxx xxxxx 2.13 0.01 0.05 0.01 xxxxx 0.01

Level of Service Module:
Queue: 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
Stopped Del: 8.4 xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx xxxxx 11.7 xxxxx xxxxx xxxxx
LOS by Move: A * A * A * A * A * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx 154 xxxxx xxxxx xxxxx 262 xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 26.6 xxxxx xxxxx xxxxx 0.1 xxxxx
Shared LOS: xxxxx xxxxx xxxxx xxxxx xxxxx 582.5 xxxxx xxxxx xxxxx 19.0 xxxxx

Approach Del: xxxxx
Approach LOS: F 539.6
F C

Existing Plus Approved Plus Project A Phase II (2009) Saturday
PM Peak Hour

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

Intersection #31 SR-88 / Kettleman
Cycle (sec): 0 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 44 Level of Service: C
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 22 403 4 5 328 78 155 38 20 9 48 3
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Base: 25 449 4 6 366 87 173 42 22 10 54 3
Added Vol: 0 56 0 0 55 8 8 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 505 4 6 421 95 181 42 22 10 54 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: 25 505 4 6 421 95 181 42 22 10 54 3
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 505 4 6 421 95 181 42 22 10 54 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
MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 25 505 4 6 421 95 181 42 22 10 54 3

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Lanes: 1.00 0.99 0.01 1.00 0.82 0.18 0.74 0.17 0.09 0.15 0.80 0.05
Final Sat: 1702 1774 16 1702 1421 321 1294 303 160 273 1455 91

Capacity Analysis Module:
Vol/Sat: 0.01 0.28 0.28 0.00 0.30 0.30 0.14 0.14 0.14 0.04 0.04 0.04
Crit Moves: ****
Green/Cycle: 0.07 0.34 0.34 0.07 0.34 0.34 0.16 0.16 0.16 0.16 0.16 0.16
Volume/Cap: 0.21 0.84 0.84 0.05 0.87 0.87 0.87 0.87 0.87 0.23 0.23 0.23
Delay/Veh: 20.3 23.4 23.4 19.3 27.0 27.0 42.3 42.3 42.3 16.6 16.6 16.6
User DelAdj: 20.3 23.4 23.4 19.3 27.0 27.0 42.3 42.3 42.3 16.6 16.6 16.6
AdjDel/Veh: 20.3 23.4 23.4 19.3 27.0 27.0 42.3 42.3 42.3 16.6 16.6 16.6
HCM2RAvg: 1 10 10 0 10 10 7 7 7 1 1 1

Existing Plus Approved Plus Project A Phase II (2009) Saturday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)
Average Delay (sec/veh): 40.3 Worst Case Level Of Service: F(140.4)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 120 175 89 22 159 16 20 23 70 103 54 21
Added Vol: 0 0 123 3 0 0 0 0 0 121 0 3
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 175 212 25 159 16 20 23 70 224 54 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: 120 175 212 25 159 16 20 23 70 224 54 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 120 175 212 25 159 16 20 23 70 224 54 24
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
FollowupTm: 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 387 xxxxx xxxxx 387 xxxxx xxxxx 779 846 167 787 748 281
Potent Cap.: 1377 xxxxx xxxxx 1150 xxxxx xxxxx 316 301 882 306 338 751
Move Cap.: 1377 xxxxx xxxxx 1150 xxxxx xxxxx 241 267 882 240 299 751
Volume/Cap: 0.09 xxxxx xxxxx 0.02 xxxxx xxxxx 0.08 0.09 0.08 0.93 0.18 0.03
Level Of Service Module:
Queue: 0.3 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stoppd Del: 7.9 xxxxx xxxxx 8.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxx xxx xxx xxxxx xxx 454 xxxxx xxx 264 xxxxx
SharedQueue: xxx xxx xxx xxx xxx xxx xxx 1.0 xxxxx xxx 13.2 xxxxx
Shrd Stpdel: xxx xxx xxx xxx xxx xxx xxx 15.6 xxxxx xxx 140 xxxxx
Shared LOS: * * * * * * * * * * C * * * * * F * * * * *
ApproachLOS: xxxxxx * xxxxxx * xxxxxx * 15.6 C 140.4 F

Existing Plus Approved Plus Project A Phase II (2009) Saturday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)
Average Delay (sec/veh): 7.1 Worst Case Level Of Service: D(25.3)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Bse: 115 7 12 2 3 9 3 172 158 16 210 1
Added Vol: 121 0 0 0 0 0 0 0 0 1 119 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 236 7 12 2 3 9 3 173 277 16 211 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: 236 7 12 2 3 9 3 173 277 16 211 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 236 7 12 2 3 9 3 173 277 16 211 1
Critical Gap Module:
Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
FollowupTm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx
Capacity Module:
Conflict Vol: 567 561 311 570 699 211 212 xxxxx xxxxx 450 xxxxx xxxxx
Potent Cap.: 430 432 722 428 360 821 1335 xxxxx xxxxx 1090 xxxxx xxxxx
Move Cap.: 417 425 722 410 354 821 1335 xxxxx xxxxx 1090 xxxxx xxxxx
Volume/Cap: 0.57 0.02 0.02 0.01 0.01 0.01 0.00 xxxxx xxxxx 0.01 xxxxx xxxxx
Level Of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx
Stoppd Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.7 xxxxx xxxxx 8.4 xxxxx xxxxx
LOS by Move: * * * * * * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxx xxx xxx xxxxx 563 xxxxx xxx xxx xxx xxx xxx
SharedQueue: xxx xxx xxx xxx xxx xxx 0.1 xxxxx xxx xxx xxx xxx xxx
Shrd Stpdel: xxx xxx 25.3 xxxxx xxxxx 11.6 xxxxx xxx xxx xxx xxx xxx
Shared LOS: * * * * * * * * * * B * * * * * xxxxxx * xxxxxx *
ApproachLOS: 25.3 D 11.6 B xxxxxx * xxxxxx *
ApproachLOS: D D

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #174 SR-49 / Project Service Access

Average Delay (sec/vch): 8.8 Worst Case Level Of Service: F(121.2)

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

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

Volume Module:
Base Vol: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Critical Gap Module:
Critical Gap: 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4 6.4
Followup Time: 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5

Capacity Module:
Conflict Vol: 1510 1510 1510 1510 1510 1510 1510 1510 1510 1510 1510 1510 1510 1510 1510 1510 1510 1510
Potential Cap: 134 134 134 134 134 134 134 134 134 134 134 134 134 134 134 134 134 134

Level Of Service Module:
Queue: 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2 6.2
Stopped Del: 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2

LOS by Move: F
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 134 134 134 134 134 134 134 134 134 134 134 134 134 134 134 134 134 134

Shared Queue: 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2
Shrd StpDel: 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2 121.2

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

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

Intersection #28 SR-86 / SR-124
Average Delay (sec/veh): 4.5 Worst Case Level of Service: B [1.8]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include Include
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 2 0 103 78 262 0 0 305 2
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Base: 0 0 0 2 0 117 89 299 0 0 348 2
Added Vol: 0 0 0 0 0 110 112 5 0 0 5 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 2 0 227 201 304 0 0 353 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 0 0 2 0 243 215 325 0 0 377 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 2 0 243 215 325 0 0 377 2

Critical Gap Module:
Critical Gap: 6.5 xxx 6.3 4.2 xxx xxxxx xxxxx xxx xxxxx
Followup: 3.6 xxx 3.4 2.3 xxx xxxxx xxxxx xxx xxxxx
Capacity Module:
Conflict Vol: 1133 xxx 378 379 xxx xxxxx xxx xxx xxxxx
Potent Cap: 218 xxx 655 1152 xxx xxxxx xxx xxx xxxxx
Move Cap: 187 xxx 655 1152 xxx xxxxx xxx xxx xxxxx
Volume/Cap: 0.01 xxx 0.37 0.19 xxx xxx xxx xxx xxxxx

Level of Service Module:
Queue: xxxxx xxx xxxxx 0.0 xxx 1.7 0.7 xxx xxxxx xxx xxx xxxxx
Stopped Del: xxxxx xxx xxxxx 24.5 xxx 13.7 8.8 xxx xxxxx xxx xxx xxxxx
LOS by Move: C * B A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shared Queue: xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shrd StpDel: xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shared LOS: * * * * * 13.8 * * * * *
ApproachDel: xxxxx * * * * *
ApproachLOS: * * * * * B

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

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

Intersection #101 SR-49 / Project Access
Average Delay (sec/veh): 31.1 Worst Case Level of Service: F [166.7]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1

Volume Module:
Base Vol: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Base: 0 393 0 0 580 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 0 171 115 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 393 171 115 580 0 0 0 0 0 0 0 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 1.00 1.00
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume: 0 433 189 127 639 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 433 189 127 639 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 4.2 xxx xxxxx xxxxx xxx xxx xxxxx 6.4 xxx 6.2
Followup: 2.3 xxx xxxxx xxxxx xxx xxx xxxxx 3.5 xxx 3.3
Capacity Module:
Conflict Vol: 622 xxx xxxxx xxx xxx xxxxx 1421 xxx 528
Potent Cap: 930 xxx xxxxx xxx xxx xxxxx 152 xxx 555
Move Cap: 930 xxx xxxxx xxx xxx xxxxx 135 xxx 555
Volume/Cap: 0.14 xxx xxx xxx xxx xxxxx 1.37 xxx 0.22

Level of Service Module:
Queue: xxxxx xxx xxxxx 0.5 xxx xxxxx xxx xxx xxxxx 12.1 xxx 0.9
Stopped Del: xxxxx xxx xxxxx 9.5 xxx xxxxx xxx xxx xxxxx 269.9 xxx 13.4
LOS by Move: A * * * * * F * * * * * B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shared Queue: xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shrd StpDel: xxx xxx xxxxx xxx xxx xxxxx xxx xxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxx * * * * *
ApproachLOS: * * * * * 166.7 * * * * * F

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)

Average Delay (sec/veh): 86.1 Worst Case Level Of Service: F(313.1)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

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

Volume Module:
Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Critical Gap: 4.2 xxxxx xxxxxx 4.2 xxxxx xxxxxx 7.1 6.5 6.2 7.2 6.6 6.3
FollowUpTim: 2.3 xxxxx xxxxxx 2.3 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Level Of Service Module:
Queue: 0.3 xxxxx xxxxxx 0.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: 8.0 xxxxx xxxxxx 8.3 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachDel: xxxxxx
ApproachLOS: xxxxxx

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: E(35.7)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

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

Volume Module:
Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxxx 4.2 xxxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxxx 2.3 xxxxx xxxxxx

Level Of Service Module:
Queue: xxxxxx xxxxx xxxxxx xxxxx xxxxx 0.0 xxxxx xxxxxx 0.1 xxxxx xxxxxx
Stopped Del: xxxxxx xxxxx xxxxxx xxxxx xxxxx 7.8 xxxxx xxxxxx 8.5 xxxxx xxxxxx

ApproachDel: 35.7 12.1
ApproachLOS: E B

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
 PM Peak Hour

Level Of Service Computation Report
 Level Of Service Computation Report (Future Volume Alternative)

 Intersection #7 SR-49 / Main-Fiddletown
 Average Delay (sec/vch): 16.0 Worst Case Level Of Service: E1 (47.4)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:
 Base Vol: 38 96 112 12 80 15 17 37 29 155 78 14
 Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Bse: 43 109 128 14 91 17 19 42 33 177 89 16
 Added Vol: 15 80 2 0 82 0 0 0 0 15 2 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 58 189 130 14 173 17 19 42 48 179 89 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
 PHF Volume: 59 193 132 14 177 17 20 43 49 182 91 16
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 59 193 132 14 177 17 20 43 49 182 91 16

Critical Gap Module:
 Critical Gap: 4.2 xxxxx
 Followupprim: 2.3 xxxxx
 Capacity Module:
 Conflict Vol: 194 xxxxx
 Potent Cap.: 1344 xxxxx
 Move Cap.: 1344 xxxxx
 Volume/Cap: 0.04 xxxxx

Level Of Service Module:
 Queue: 0.1 xxxxx
 Stopped Del: 7.8 xxxxx
 LOS by Move: A *
 Movement: LT - LTR - RT
 Shared Cap.: xxxxx
 Shared Queue: xxxxx
 Shared StpDel: xxxxx
 Shared LOS: xxxxx
 ApproachDel: xxxxx
 ApproachLOS: xxxxx

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
 PM Peak Hour

Level Of Service Computation Report
 Level Of Service Computation Report (Future Volume Alternative)

 Intersection #8 SR-49 / Poplar
 Average Delay (sec/vch): 1.0 Worst Case Level Of Service: B (12.7)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0

Volume Module:
 Base Vol: 26 293 0 0 305 4 5 0 34 0 0 0
 Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Bse: 30 334 0 0 348 5 6 0 39 0 0 0
 Added Vol: 5 97 0 0 99 0 0 0 5 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 35 431 0 0 447 5 6 0 44 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 PHF Volume: 37 456 0 0 473 5 6 0 46 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 37 456 0 0 473 5 6 0 46 0 0 0

Critical Gap Module:
 Critical Gap: 4.2 xxxxx
 Followupprim: 2.3 xxxxx
 Capacity Module:
 Conflict Vol: 478 xxxxx
 Potent Cap.: 1054 xxxxx
 Move Cap.: 1054 xxxxx
 Volume/Cap: 0.03 xxxxx

Level Of Service Module:
 Queue: 0.1 xxxxx
 Stopped Del: 8.5 xxxxx
 LOS by Move: A *
 Movement: LT - LTR - RT
 Shared Cap.: xxxxx
 Shared Queue: xxxxx
 Shared StpDel: xxxxx
 Shared LOS: xxxxx
 ApproachDel: xxxxx
 ApproachLOS: xxxxx

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday PM Peak Hour

 Ione Casino
 Signal Warrant Report
 Intersection #174 SR-49 / Project Service Access
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0 1
 Final Vol.: 0 622 126 0 825 0 0 0 0 0 0 0 123 0 0 0
 ApproachDel: xxxxxx xxxxxx
 Approach(westbound) [lanes=2] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=4.2]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=123]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1696]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday PM Peak Hour

 Ione Casino
 Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #6 SR-49 / Miller Way
 Average Delay (sec/veh): 0.6 Worst Case Level Of Service: A [9.6]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 12 157 0 0 97 4 1 0 18 0 0 0
 Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Base: 14 179 0 0 111 5 1 0 21 0 0 0
 Added Vol: 0 80 0 0 81 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 14 259 0 0 192 5 1 0 21 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 PHF Volume: 15 280 0 0 207 5 1 0 22 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 15 280 0 0 207 5 1 0 22 0 0 0
 Critical Gap Module:
 Critical Gap: 4.2 xxxxxx xxxxxx xxxxxx xxxxxx 6.4 xxxx 6.2 xxxxxx xxxxxx xxxxxx
 FollowUpTim: 2.3 xxxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 xxxxx 3.3 xxxxxx xxxxxx xxxxxx
 Capacity Module:
 Conflict Vol: 212 xxxxx xxxxxx xxxxx xxxxxx 518 xxxxx 209 xxxxx xxxxx xxxxxx
 Potent Cap.: 1324 xxxxx xxxxxx xxxxx xxxxxx 521 xxxxx 836 xxxxx xxxxx xxxxxx
 Move Cap.: 1324 xxxxx xxxxxx xxxxx xxxxxx 517 xxxxx 836 xxxxx xxxxx xxxxxx
 Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxxx 0.00 xxxxx 0.03 xxxxx xxxxx xxxxxx
 Level Of Service Module:
 Queue: 0.0 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Stopped Del: 7.8 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx xxx 810 xxxxx xxx xxx xxxxxx
 Shared Queue: xxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxxxx xxxxxx
 Shrd StpDel: xxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx 9.6 xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: * * * * * A * * * * *
 ApproachDel: xxxxxx xxxxxx 9.6
 ApproachLOS: * * * * * A

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #101 SR-49 / Project Access
Future Volume Alternative: Peak Hour Warrant Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1
Final Vol.: 0 433 189 127 639 0 0 0 0 0 0 0 0 0 0 185 0 125
Approachdel: xxxxxx xxxxxx xxxxxx

Approach(westbound)[lanes=2](control=stop)
Signal Warrant Rule #1: {vehicle-hours=14.3}
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: {approach volume=310}
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: {approach count=3}[total volume=1698]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #28 SR-88 / SR-124
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Final Vol.: 0 0 0 0 2 0 0 243 215 325 0 0 377 2
Approachdel: xxxxxx 13.8 xxxxxx

Approach(southbound)[lanes=2](control=stop)
Signal Warrant Rule #1: {vehicle-hours=0.9}
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: {approach volume=246}
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: {approach count=3}[total volume=1165]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Signal Warrant Report
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Future Volume Alternative: Peak Hour Warrant Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Final Vol.: 137 199 234 29 181 18 23 27 80 247 61 27
 Approach Del: xxxxxx xxxxxx 18.7 313.1
 Approach (eastbound) [lanes=1] (control=stop)
 Signal Warrant Rule #1: [vehicle-hours=0.7]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=129]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] (total volume=1263)
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Signal Warrant Report
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Final Vol.: 258 7 14 2 4 10 4 194 305 17 236 1
 Approach Del: 35.7 12.1 xxxxxx
 Approach (northbound) [lanes=1] (control=stop)
 Signal Warrant Rule #1: [vehicle-hours=2.8]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=279]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] (total volume=1052)
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach (westbound) [lanes=1] (control=stop)
 Signal Warrant Rule #1: [vehicle-hours=29.2]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=335]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] (total volume=1263)
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach (southbound) [lanes=1] (control=stop)
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=16]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] (total volume=1052)
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Signal Warrant Report

 Intersection #23 SR-16 / SR-124
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0
 Final Vol.: 12 0 201 0 0 0 0 0 471 20 178 672 0
 ApproachDel: 15.8 xxxxxx
 Approach[northbound][lanes=2][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.9]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=213]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1553]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Signal Warrant Report

 Intersection #24 SR-16 / Latrobe (Amador)
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 1 0
 Final Vol.: 0 0 0 0 78 0 5 5 404 0 0 483 139
 ApproachDel: xxxxxx 22.2 xxxxxx
 Approach[southbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.5]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=83]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1114]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #9 SR-49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 0
Final Vol.: 77 477 4 1 537 13 23 0 226 4 3 0
ApproachDel: xxxxxx xxxxxx 17.7 43.6

Approach(eastbound)[lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=248]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1363]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach(westbound)[lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1363]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Signal Warrant Report

Intersection #10 SR-49 / SR-16

Future Volume Alternative: Peak Hour Warrant Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0
Final Vol.: 298 0 139 0 0 0 0 0 0 0 0 443 192 218 513 0
ApproachDel: 463.1 xxxxxx xxxxxxxx

Approach(northbound)[lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=56.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=437]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1804]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Approach(southbound)[lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=56.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=437]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1804]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday PM Peak Hour

 Ione Casino
 Signal Warrant Report

 Intersection #7 SR-49 / Main-Fiddletown

 Future Volume Alternative: Peak Hour Warrant NOT Met

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 0 1 1 0 0 0 1 0 0 0 1 0 0 1 0 0
 Final Vol.: 59 193 132 14 177 17 20 43 49 182 91 16
 ApproachDel: xxxxxx 14.2 47.4

Approach(eastbound) [lanes=2] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=0.4)
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: (approach volume=112)
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=4) [total volume=993]
 SUCCEEDED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=3.8)
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=289)
 SUCCEEDED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=4) [total volume=993]
 SUCCEEDED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday PM Peak Hour

 Ione Casino
 Signal Warrant Report

 Intersection #8 SR-49 / Poplar

 Future Volume Alternative: Peak Hour Warrant NOT Met

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0
 Final Vol.: 37 456 0 0 473 5 6 0 46 0 0 0
 ApproachDel: xxxxxx 12.7 xxxxxx

Approach(eastbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=0.2)
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=52)
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=3) [total volume=1023]
 SUCCEEDED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Approach(westbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: (vehicle-hours=3.8)
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=289)
 SUCCEEDED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=4) [total volume=993]
 SUCCEEDED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
 PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	???	NO
# 7 SR-49 / Main-Fiddletown	???	NO
# 8 SR-49 / Poplar	???	NO
# 9 SR-49 / Empire	???	Yes
# 10 SR-49 / SR-16	???	NO
# 23 SR-16 / SR-124	???	NO
# 24 SR-16 / Latrobe (Amador)	???	NO
# 25 SR-104 (Preston) / SR-124 (North)	???	Yes
# 26 SR-104 (Main) / SR-124 (Church)	???	NO
# 28 SR-88 / SR-124	???	NO
#101 SR-49 / Project Access	???	Yes
#174 SR-49 / Project Service Access	???	NO

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
 PM Peak Hour

Signal Warrant Report

Intersection #6 SR-49 / Miller Way
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
 Final Vol.: 15 280 0 0 0 0 1 0 0 0 1 0 0 0 22 0 0 0 0
 ApproachDel: xxxxxx xxxxxx 9.6 xxxxxx
 Approach[eastbound][lanes=1][control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=23]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=529]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
 PM Peak Hour

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	14	259	0	0	192	5	1	0	21	0	0	0
7 SR-49 / Main-	58	189	130	14	173	17	19	42	48	179	89	16
8 SR-49 / Popla	35	431	0	0	447	5	6	0	44	0	0	0
9 SR-49 / Empir	70	432	3	1	487	11	21	0	205	3	2	0
10 SR-49 / SR-16	289	0	135	0	0	0	0	430	187	211	498	0
23 SR-16 / SR-12	11	0	186	0	0	0	0	435	18	164	621	0
24 SR-16 / Latro	0	0	0	74	0	5	5	382	0	0	457	131
25 SR-104 (prest)	123	179	210	26	163	16	21	24	72	222	55	25
26 SR-104 (Main)	235	7	13	2	3	9	3	176	278	16	215	1
28 SR-88 / SR-12	0	0	0	2	0	227	201	304	0	0	353	2
101 SR-49 / Proje	0	393	171	115	580	0	0	0	0	168	0	113
174 SR-49 / Proje	0	564	114	0	748	0	0	0	0	112	0	0

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
 PM Peak Hour

Impact Analysis Report
 Level of Service

Intersection	Base			Future			Change in
	Del/ LOS	Veh C	V/ C	Del/ LOS	Veh C	V/ C	
# 6 SR-49 / Miller Way	A	9.0	0.000	A	9.6	0.000	+ 0.535 D/V
# 7 SR-49 / Main-Fiddletown	C	21.8	0.000	E	47.4	0.000	+25.617 D/V
# 8 SR-49 / Poplar	B	11.4	0.000	B	12.7	0.000	+ 1.316 D/V
# 9 SR-49 / Empire	D	27.8	0.000	E	43.6	0.000	+15.782 D/V
# 10 SR-49 / SR-16	F	63.7	0.000	F	463.1	0.000	+399.397 D/V
# 23 SR-16 / SR-124	B	11.7	0.000	C	15.8	0.000	+ 4.038 D/V
# 24 SR-16 / Latrobe (Amador)	C	15.3	0.000	C	22.2	0.000	+ 6.936 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	54.1	0.000	F	313.1	0.000	+259.037 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	17.6	0.000	E	35.7	0.000	+18.121 D/V
# 28 SR-88 / SR-124	B	11.8	0.000	B	13.8	0.000	+ 1.962 D/V
#101 SR-49 / Project Access	A	0.0	0.000	F	166.7	0.000	+166.714 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	F	121.2	0.000	+121.192 D/V

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	14	179	0	0	111	5	1	0	21	0	0	0
7 SR-49 / Main-	43	109	128	14	91	17	19	42	33	177	89	16
8 SR-49 / Popla	30	334	0	0	348	5	6	0	39	0	0	0
9 SR-49 / Empir	59	330	3	1	383	11	21	0	194	3	2	0
10 SR-49 / SR-16	289	0	115	0	0	0	0	0	165	187	191	238
23 SR-16 / SR-12	11	0	63	0	0	0	0	0	293	18	43	481
24 SR-16 / Latro	0	0	0	74	0	5	5	240	0	0	317	131
25 SR-104 (Prest	123	179	91	23	163	16	21	24	72	105	55	22
26 SR-104 (Main)	117	7	13	2	3	9	3	175	162	16	214	1
28 SR-88 / SR-12	0	0	0	2	0	117	89	299	0	0	348	2
101 SR-49 / Proje	0	393	0	0	580	0	0	0	0	0	0	0
174 SR-49 / Proje	0	393	0	0	580	0	0	0	0	0	0	0

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#146 SR-16 / Excelsior	24	35	30	21	58	75	68	281	58	22	371	8	1052
Added	0	0	4	2	0	0	0	81	0	3	80	2	172
Total	24	35	34	23	58	75	68	362	58	25	451	10	1224
#147 SR-16 / Bradshaw	57	482	38	174	610	91	111	266	58	47	321	155	2409
Added	0	0	4	11	0	0	0	67	0	3	66	10	161
Total	57	482	42	185	610	91	111	333	58	50	387	165	2570
#101 SR-49 / Project Access	0	393	0	0	580	0	0	0	0	0	0	0	973
Added	0	0	171	115	0	0	0	0	0	168	0	113	567
Total	0	393	171	115	580	0	0	0	0	168	0	113	1540
#174 SR-49 / Project Service Access	0	393	0	0	580	0	0	0	0	0	0	0	973
Added	0	0	171	114	0	0	0	0	0	112	0	0	565
Total	0	393	171	114	580	0	0	0	0	112	0	0	1538
#176 Internal Project Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	114	0	0	0	0	286	0	112	281	0	793
Total	0	0	114	0	0	0	0	286	0	112	281	0	793

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
 PM Peak Hour

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
 PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru					
#37 SR-16 / Ione													
Base	75	0	5	0	0	0	0	248	96	3	301	0	728
Added	0	0	0	0	0	0	0	142	0	0	139	0	281
Total	75	0	5	0	0	0	0	390	96	3	440	0	1009
#38 SR-16 / Murietta South Pkwy													
Base	0	1	0	3	0	81	129	342	1	0	379	18	955
Added	0	0	0	1	0	0	0	141	0	0	138	1	281
Total	0	1	0	4	0	81	129	483	1	0	517	19	1236
#39 SR-16 / Murietta Pkwy													
Base	91	115	44	30	111	130	158	366	85	40	392	25	1587
Added	0	0	0	0	0	0	0	141	0	0	138	0	279
Total	91	115	44	30	111	130	158	507	85	40	530	25	1866
#40 SR-16 / Stone House													
Base	0	0	0	55	0	7	6	557	0	0	566	38	1228
Added	0	0	0	0	0	0	0	141	0	0	138	0	279
Total	0	0	0	55	0	7	6	698	0	0	704	38	1507
#41 SR-16 / Latrobe (Sac)													
Base	8	0	1	1	0	15	13	581	5	3	587	3	1217
Added	0	0	0	0	0	0	0	141	0	0	138	0	279
Total	8	0	1	1	0	15	13	722	5	3	725	3	1496
#42 SR-16 / Dillard													
Base	91	0	58	0	0	0	0	521	89	64	531	0	1354
Added	0	0	2	0	0	0	0	139	0	2	136	0	279
Total	91	0	60	0	0	0	0	660	89	66	667	0	1633
#43 SR-16 / Sloughhouse													
Base	0	0	40	0	0	0	0	681	3	33	656	0	1414
Added	0	0	0	0	0	0	0	139	0	0	136	0	275
Total	0	0	40	0	0	0	0	820	3	33	792	0	1689
#44 SR-16 / Grant Line													
Base	1	112	34	31	89	41	21	528	3	57	530	44	1490
Added	0	0	14	0	0	0	0	125	0	14	123	0	276
Total	1	112	48	31	89	41	21	653	3	71	653	44	1766
#45 SR-16 / Sunrise													
Base	7	214	36	255	275	68	59	268	10	35	332	228	1788
Added	0	0	7	32	0	0	0	86	0	7	85	31	248
Total	7	214	43	287	275	68	59	354	10	42	417	259	2036

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru					
#28 SR-88 / SR-124													
Base	0	0	0	2	0	117	89	299	0	0	348	2	857
Added	0	0	0	0	0	110	112	5	0	5	0	232	
Total	0	0	0	2	0	227	201	304	0	0	353	2	1089
#29 SR-88 / SR-12 (North)													
Base	0	0	0	64	0	403	394	270	0	0	291	68	1490
Added	0	0	0	0	0	93	94	0	0	0	0	0	187
Total	0	0	0	64	0	496	488	270	0	0	291	68	1677
#30 SR-88 / SR-12 (South)													
Base	17	611	1	3	456	268	309	1	27	1	0	3	1698
Added	0	62	0	0	61	25	26	0	0	0	0	0	174
Total	17	673	1	3	517	293	335	1	27	1	0	3	1872
#31 SR-88 / Kettleman													
Base	25	459	5	6	374	89	177	43	23	10	55	3	1268
Added	0	54	0	0	53	8	8	0	0	0	0	0	123
Total	25	513	5	6	427	97	185	43	23	10	55	3	1391
#32 SR-12 / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	2	0	23	2	0	27
Total	0	0	0	0	0	0	0	2	0	23	2	0	27
#33 SR-12 / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	23	0	0	0	0	2	0	2	0	25	0	50
Total	0	23	0	0	0	0	2	0	2	0	25	0	50
#34 Kettleman / SR-99 SB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	6	0	14	0	0	7	0	27
Total	0	0	0	0	0	6	0	14	0	0	7	0	27
#35 Kettleman / SR-99 NB Ramps													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	6	7	0	0	6	7	0	20
Total	0	0	0	0	0	6	7	0	0	6	7	0	20
#36 SR-49 / Pleasant Valley													
Base	147	0	198	0	0	0	258	136	157	219	0	1114	
Added	16	0	63	0	0	0	0	64	0	0	0	159	
Total	163	0	261	0	0	0	258	152	221	219	0	1273	

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#10 SR-49 / SR-16									
Base	289	0	0	0	0	165	187	191	238
Added	0	0	0	0	0	265	0	20	260
Total	289	0	0	0	0	430	187	211	498
#11 SR-49 / Main (Drytown)									
Base	0	0	0	0	0	0	0	0	0
Added	0	20	0	19	0	0	0	0	0
Total	0	20	0	19	0	0	0	0	0
#12 SR-49 / Water-Amador Creek									
Base	0	0	0	0	0	0	0	0	0
Added	7	0	0	0	0	0	7	0	0
Total	7	0	0	0	0	0	7	0	0
#13 SR-49 / Gopher Flat									
Base	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	0	1	6	0	1
Total	6	0	0	0	0	1	6	0	1
#14 SR-49 / Bureka									
Base	0	0	0	0	0	0	0	0	0
Added	0	6	0	6	0	0	0	0	0
Total	0	6	0	6	0	0	0	0	0
#15 SR-49 / Church									
Base	0	0	0	0	0	0	0	0	0
Added	0	6	0	6	0	0	0	0	0
Total	0	6	0	6	0	0	0	0	0
#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)									
Base	0	0	0	0	0	0	0	0	0
Added	0	11	0	10	5	5	0	0	0
Total	0	11	0	10	5	5	0	0	0
#17 SR-49 / Jackson Gate-Ione Martell									
Base	0	0	0	0	0	0	0	0	0
Added	0	10	0	10	0	0	0	0	0
Total	0	10	0	10	0	0	0	0	0
#18 SR-49 / SR-88 (North)									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	10	0	0	0	0	0	10
Total	0	0	10	0	0	0	0	0	10

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#19 SR-49 / Sutter									
Base	0	0	0	0	0	0	0	0	0
Added	0	10	0	9	0	0	0	0	0
Total	0	10	0	9	0	0	0	0	0
#20 SR-49 / Hoffman									
Base	0	0	0	0	0	0	0	0	0
Added	0	9	0	9	0	0	0	0	0
Total	0	9	0	9	0	0	0	0	0
#21 SR-49 / Main (Jackson)									
Base	0	0	0	0	0	0	0	0	0
Added	0	8	0	1	8	0	0	0	0
Total	0	8	0	1	8	0	0	0	0
#22 SR-49 / SR-88 (South)									
Base	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	7	0	0	0	0
Total	0	7	0	0	7	0	0	0	0
#23 SR-16 / SR-124									
Base	11	0	63	0	0	0	293	18	43
Added	0	0	123	0	0	0	142	0	121
Total	11	0	186	0	0	0	435	18	164
#24 SR-16 / Latrobe (Amador)									
Base	0	0	0	74	0	5	240	0	317
Added	0	0	0	0	0	0	142	0	140
Total	0	0	0	74	0	5	382	0	457
#25 SR-104 (Preston) / SR-124 (North)									
Base	123	179	91	23	163	16	21	24	72
Added	0	0	119	3	0	0	0	0	117
Total	123	179	210	26	163	16	21	24	189
#26 SR-104 (Main) / SR-124 (Church)									
Base	117	7	13	2	3	9	3	175	162
Added	118	0	0	0	0	0	1	116	0
Total	235	7	13	2	3	9	4	291	162
#27 SR-104 / SR-88									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	5	0	5
Total	0	0	0	0	0	0	5	0	5

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
Ione Casino
PM Peak Hour

Trip Distribution Report

Zone	Percent Of Trips Default										
	1	2	3	4	5	6	7	8	9	10	11
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
	To Gates										
12	13	14	15	16	17	18	19	20	21	22	
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
	To Gates										
23	24	25	26								
1	0.1	0.8	1.4	1.6							

Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
Ione Casino
PM Peak Hour

Turning Movement Report
2009 Alt A (Ph II) Saturday

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#1 Latrobe / Old Sacramento									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	29	0	0	0	0	0	28
Total	0	0	29	0	0	0	0	0	28
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	23	6	0	23
Total	5	0	0	0	0	23	6	0	23
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	19	4	19
Total	4	0	0	0	0	0	19	4	19
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	15	4	0	15
Total	4	0	0	0	0	15	4	0	15
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	15	0	15	0
Total	0	0	0	0	0	15	0	15	0
#6 SR-49 / Miller Way									
Base	14	179	0	0	111	5	1	0	0
Added	0	80	0	0	81	0	0	0	0
Total	14	259	0	0	192	5	1	0	0
#7 SR-49 / Main-Fiddletown									
Base	43	109	128	14	91	17	19	42	33
Added	15	80	2	0	82	0	0	15	2
Total	58	189	130	14	173	17	19	42	48
#8 SR-49 / Poplar									
Base	30	334	0	0	348	5	6	0	39
Added	5	97	0	0	99	0	0	5	0
Total	35	431	0	0	447	5	6	0	44
#9 SR-49 / Empire									
Base	59	330	3	1	363	11	21	0	194
Added	11	102	0	0	104	0	0	11	0
Total	70	432	3	1	467	11	21	0	205

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Saturday
PM Peak Hour

Scenario: 2009 Ex + Ap + Project Saturday
Command: 2009 Ex + Ap + Project Saturday
Volume: 2009 Ex + Ap Saturday
Geometry: Existing
Impact Fee: Existing
Trip Generation: 2009 Alt A (Ph II) Saturday
Trip Distribution: Existing
Paths: 2006 (Amador Bypass)
Routes: Existing
Configuration: Existing

Trip Generation Report

Forecast for 2009 Alt A (Ph II) Saturday

Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of	
				In	Out	In	Out	Trips	Trips Total
1	Ione Casino-	1.00	Ione Casino	400.00	393.00	400	393	793	100.0
	Zone 1 Subtotal					400	393	793	100.0

TOTAL 400 393 793 100.0

Existing Plus Approved Plus Project A Phase II (2009) Friday PM Peak Hour

Existing Plus Approved Plus Project A Phase II (2009) Friday PM Peak Hour

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

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

Intersection #41 SR-16 / Latrobe (Sac)
Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F [52.0]
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

Intersection #40 SR-16 / Stone House
Average Delay (sec/veh): 4.2 Worst Case Level Of Service: F [90.0]
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R

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

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

Volume Module:
Base Vol: 5 0 2 5 0 25 32 827 12 2 443 8
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Volume Module:
Base Vol: 0 0 68 0 4 13 851 0 0 405 37
Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Critical Gap Module:
Critical Gap: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx
FollowupTim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowupTim: xxxxxx xxxxxx xxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:
Conflict Vol: 1724 xxxxx 1035 1711 xxxxx 599 604 xxxxx xxxxxx 1041 xxxxx xxxxxx
Potential Cap.: 71 xxxxx 284 72 xxxxx 505 969 xxxxx xxxxxx 664 xxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx 1657 xxxxx 573 594 xxxxx xxxxxx xxxxx xxxxx xxxxxx
Potential Cap.: xxxxx xxxxx xxxxx 109 xxxxx 523 977 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Level Of Service Module:
Queue: xxxxx xxxxx 0.0 xxxxxx xxxxx 0.2 0.1 xxxxx xxxxxx 0.0 xxxxx xxxxxx
Stopped Del: xxxxx xxxxx 17.8 xxxxxx xxxxx 12.5 8.9 xxxxx xxxxxx 10.4 xxxxx xxxxxx

Level Of Service Module:
Queue: xxxxx xxxxx 3.7 xxxxx 0.0 0.0 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: xxxxx xxxxx xxxxx 94.6 xxxxx 11.9 8.7 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Existing Plus Approved Plus Project A Phase II (2009) Friday
 PM Peak Hour
 Ione Casino

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

Intersection #18 SR-16 / Murietta South Pkwy
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.565
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.0
 Optimal Cycle: 31 Level Of Service: 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 Include Protected Include Protected
 Rights: Ovl
 Min. Green: 5 5 5 5 3 7 7 7 3 7 7 7
 Lanes: 0 0 0 1 0 0 0 1 1 0 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 0 0 1 7 2 84 172 556 0 1 252 8
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 0 0 1 8 2 94 192 620 0 1 281 9
 Added Vol: 0 0 0 0 0 0 110 0 0 0 101 0
 PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0
 Initial Fut: 0 0 1 8 2 94 192 726 0 1 382 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 0 1 8 2 94 192 726 0 1 382 9
 Reduced Vol: 0 0 0 0 0 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
 Final Vol.: 0 0 1 8 2 94 192 726 0 1 382 9

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.87 0.79 0.79 0.85 0.92 0.97 1.00 0.92 0.97 1.00 0.92 0.97
 Lanes: 0.00 0.00 1.00 0.78 0.22 1.00 1.00 1.00 1.00 1.00 0.98 0.02
 Final Sat.: 0 0 1644 1163 332 1615 1753 1845 0 1753 1797 42

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.06 0.11 0.39 0.00 0.00 0.21 0.21
 Crit Moves: *****
 Green/Cycle: 0.00 0.00 0.16 0.16 0.16 0.48 0.32 0.45 0.00 0.10 0.23 0.23
 Volume/Cap: 0.00 0.00 0.00 0.04 0.04 0.12 0.34 0.87 0.00 0.03 0.34 0.34
 Delay/Veh: 0.0 0.0 10.9 11.0 11.0 4.5 8.3 17.6 0.0 12.7 41.4 41.4
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 0.0 0.0 10.9 11.0 11.0 4.5 8.3 17.6 0.0 12.7 41.4 41.4
 HCM2kAvg: 0 0 0 0 0 1 2 11 *****

Existing Plus Approved Plus Project A Phase II (2009) Friday
 PM Peak Hour
 Ione Casino

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

Intersection #19 SR-16 / Murietta Pkwy
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.719
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.8
 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: Protected Protected Protected Protected
 Rights: Ovl
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7
 Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
 Base Vol: 88 117 33 33 68 106 187 625 107 27 272 33
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 98 130 37 37 76 118 208 697 119 30 303 37
 Added Vol: 0 0 0 0 0 0 0 110 0 0 101 0
 PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0
 Initial Fut: 98 130 37 37 76 118 208 803 119 30 404 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: 98 130 37 37 76 118 208 803 119 30 404 37
 Reduced Vol: 0 0 0 0 0 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
 Final Vol.: 98 130 37 37 76 118 208 803 119 30 404 37

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.92 0.97 0.83 0.92 0.96 0.96
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1671 152

Capacity Analysis Module:
 Vol/Sat: 0.05 0.07 0.02 0.02 0.04 0.07 0.12 0.44 0.08 0.02 0.24 0.24
 Crit Moves: *****
 Green/Cycle: 0.06 0.14 0.20 0.06 0.14 0.32 0.18 0.50 0.56 0.06 0.37 0.37
 Volume/Cap: 0.87 0.49 0.11 0.34 0.29 0.23 0.65 0.87 0.14 0.29 0.65 0.65
 Delay/Veh: 71.3 21.2 16.5 24.3 19.9 12.6 23.4 20.5 5.3 24.0 15.1 15.1
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 71.3 21.2 16.5 24.3 19.9 12.6 23.4 20.5 5.3 24.0 15.1 15.1
 HCM2kAvg: 4 3 1 1 1 1 4 15 1 1 1 7

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #37 SR-16 / Ione
 Cycle (sec): 100 Critical Vol./Cap. (X): 1.011
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 35.9
 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 Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0
 Volume Module:
 Base Vol: 53 0 1 0 0 0 0 0 0 0 428 129 0 206 0
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 59 0 1 0 0 0 0 0 0 0 477 144 0 230 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 111 0 0 102 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 -4 0 0 0 0
 Initial Fut: 59 0 1 0 0 0 0 0 0 0 584 144 0 332 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 1.00 1.00
 PHF Adj: 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: 59 0 1 0 0 0 0 0 0 0 584 144 0 332 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 584 144 0 332 0
 Final Vol.: 59 0 1 0 0 0 0 0 0 0 584 144 0 332 0
 Critical Gap Module:
 Critical Gap: 6.4 xxx 6.2 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 FollowUpTime: 3.5 xxx 3.3 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Capacity Module:
 Conflict Vol: 988 xxx 656 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Move Cap.: 276 xxx 469 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Volume/Cap: 0.21 xxx 0.0 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Level of Service Module:
 Queue: 0.8 xxx 0.0 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Stopped Del: 21.5 xxx 12.7 xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 LOS by Move: C * B *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shared Stpl: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shared LOS: * * * * *
 ApproachDel: 21.4 * * * * *
 ApproachLOS: C * * * * *

Level of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)
 Intersection #36 SR-49 / Pleasant Valley
 Cycle (sec): 100 Critical Vol./Cap. (X): 1.011
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 35.9
 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
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0
 Volume Module:
 Base Vol: 99 0 159 0 0 0 0 385 179 207 242 0
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 110 0 177 0 0 0 0 429 200 231 270 0
 Added Vol: 12 0 46 0 0 0 0 0 0 0 13 50 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 122 0 223 0 0 0 0 429 213 281 270 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: 122 0 223 0 0 0 0 429 213 281 270 0
 Reduced Vol: 0 0 0 0 0 0 0 429 213 281 270 0
 Final Vol.: 122 0 223 0 0 0 0 429 213 281 270 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
 Lanes: 0.35 0.00 0.65 0.00 0.00 0.00 0.67 0.33 1.00 1.00 0.00
 Final Sat.: 200 0 364 0 0 0 0 425 210 511 551 0
 Capacity Analysis Module:
 Vol/Sat: 0.61 xxx 0.61 xxx xxx xxx 1.01 0.55 0.49 xxx
 Crit Moves: * * * * *
 Delay/Veh: 18.6 0.0 18.6 0.0 0.0 0.0 62.0 62.0 17.7 15.1 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
 AdjDel/Ven: 18.6 0.0 18.6 0.0 0.0 0.0 62.0 62.0 17.7 15.1 0.0
 LOS by Move: C * * * * *
 ApproachDel: 18.6 * * * * *
 Delay Adj: 1.00 * * * * *
 ApprAdjDel: 18.6 * * * * *
 LOS by Appr: C * * * * *

Existing Plus Approved Plus Project A Phase II (2009) Friday
 Ione Casino
 PM Peak Hour

Existing Plus Approved Plus Project A Phase II (2009) Friday
 Ione Casino
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #31 SR-88 / Kettleman
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.775
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.7
 Optimal Cycle: 60 Level of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Protected Protected Split Phase Split Phase
 Rights: 3 Include 3 Include 7 Include 7 Include
 Min. Green: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0
 Volume Module:
 Base Vol: 17 532 15 5 338 77 212 80 25 13 59 6
 Growth Adj: 1.11
 Initial Base: 19 593 17 6 377 86 236 89 28 14 66 7
 Added Vol: 0 42 0 0 0 39 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0
 Initial Fut: 19 635 17 6 416 92 242 89 28 14 66 7
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 19 635 17 6 416 92 242 89 28 14 66 7
 Reduct Vol: 0
 Reduced Vol: 19 635 17 6 416 92 242 89 28 14 66 7
 PCB Adj: 1.00
 MUF Adj: 1.00
 Final Vol.: 19 635 17 6 416 92 242 89 28 14 66 7
 Saturation Flow Module:
 Sat/Lane: 1900
 Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 Lanes: 1.00 0.97 0.03 1.00 0.82 0.18 0.67 0.25 0.08 0.67 0.25 0.08 0.17 0.75 0.08 0.17 0.75 0.08 0.17 0.75 0.08
 Final Sat.: 1702 1739 46 1702 1428 315 1190 438 137 302 1370 139
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.37 0.37 0.00 0.29 0.29 0.20 0.20 0.20 0.20 0.20 0.20 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.05
 Crit Moves: ****
 Green/Cycle: 0.05 0.41 0.41 0.05 0.41 0.41 0.23 0.23 0.23 0.23 0.23 0.23 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12
 Volume/Cap: 0.22 0.90 0.90 0.07 0.72 0.72 0.90 0.90 0.90 0.90 0.90 0.90 0.41 0.41 0.41 0.41 0.41 0.41 0.41 0.41 0.41
 Delay/Veh: 28.7 30.7 30.7 27.5 18.4 18.4 44.9 44.9 44.9 44.9 44.9 44.9 25.9 25.9 25.9 25.9 25.9 25.9 25.9 25.9 25.9
 User DelAdj: 1.00
 AdjDel/Veh: 28.7 30.7 30.7 27.5 18.4 18.4 44.9 44.9 44.9 44.9 44.9 44.9 25.9 25.9 25.9 25.9 25.9 25.9 25.9 25.9 25.9
 HCMXAVG: 1 16 14 0 9 9 11 11 10 2 2 2

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Average Delay (sec/veh): 155.1 Worst Case Level of Service: F(987.3)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0
 Lanes: 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0
 Volume Module:
 Base Vol: 29 729 2 3 448 240 253 1 18 2 3 2
 Growth Adj: 1.11
 Initial Base: 32 813 2 3 499 268 282 1 20 2 3 2
 Added Vol: 0 49 0 0 45 19 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0
 Initial Fut: 32 862 2 3 544 287 302 1 20 2 3 2
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 32 862 2 3 544 287 302 1 20 2 3 2
 Reduct Vol: 0
 Final Vol.: 32 862 2 3 544 287 302 1 20 2 3 2
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpJam: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: 544 xxxxx xxxxx 1481 1480 544 1633 1479 863
 Potential Cap.: 1035 xxxxx xxxxx 102 124 535 80 124 351
 Move Cap.: 1035 xxxxx xxxxx 762 xxxxx xxxxx 75 120 351
 Volume/Cap.: 0.03 xxxxx xxxxx 0.00 xxxxx xxxxx 3.12 0.01 0.04 0.03 0.03 0.01
 Level of Service Module:
 Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
 Stopped Del: 6.6 xxxxx xxxxx 9.7 xxxxx xxxxx xxxxx xxxxx 12.0 xxxxx xxxxx xxxxx
 LOS by Move: A * * * * * A * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 122 xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx
 SharedDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 36.6 xxxxx
 Shared LOS: * * * * * F * * * * * B * * * * *
 ApproachDel: xxxxxx 987.3 F 36.6 E
 ApproachLOS: * * * * * F

Existing Plus Approved plus Project A Phase II (2009) Friday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Average Delay (sec/veh): 11.2 Worst Case Level Of Service: E (36.6)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 186 7 12 2 8 17 35 195 236 3 145 3
 Added Vol: 92 0 0 0 0 0 0 0 0 0 1 85 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0
 Initial Fut: 278 7 12 2 8 17 35 196 321 3 146 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: 278 7 12 2 8 17 35 196 321 3 146 3
 Reduct Vol: 0
 Final Vol: 278 7 12 2 8 17 35 196 321 3 146 3
 Critical Gap Module:
 Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 XXXX XXXX 4.2 XXXX XXXX
 FollowUpTime: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 XXXX XXXX 2.3 XXXX XXXX
 Capacity Module:
 Conflict Vol: 592 582 357 590 741 148 149 XXXX XXXX 517 XXXX XXXX
 Potent Cap.: 413 421 681 415 341 891 1408 XXXX XXXX 1028 XXXX XXXX
 Move Cap.: 390 409 681 394 331 891 1408 XXXX XXXX 1028 XXXX XXXX
 Volume/Cap: 0.71 0.02 0.02 0.01 0.02 0.02 0.02 XXXX XXXX 0.00 XXXX XXXX
 Level Of Service Module:
 Queue: XXXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 Stopped Del: XXXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
 LOS by Move: * * * * * A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: XXXX 397 XXXX XXXX 557 XXXX XXXX XXXX XXXX XXXX XXXX
 SharedQueue: XXXXX 6.0 XXXX XXXXX 0.2 XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
 Shrd StpDel: XXXXX 36.6 XXXXX XXXXX 11.8 XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX
 Shared LOS: * * * * * E * * * * * B * * * * * * * * * * * * * * * *
 ApproachDel: XXXXX 36.6 XXXXX XXXXX 11.8 XXXXX XXXXX XXXXX XXXXX XXXXX
 ApproachLOS: E B

Existing Plus Approved plus Project A Phase II (2009) Friday
PM Peak Hour

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Average Delay (sec/veh): 49.8 Worst Case Level Of Service: F (215.2)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0
 Volume Module:
 Base Vol: 101 182 130 32 198 30 23 18 73 128 16 21
 Growth Adj: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Bse: 113 203 145 36 221 33 26 20 81 143 18 23
 Added Vol: 0 0 93 0 0 0 0 0 0 86 0 2
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 113 203 238 39 221 33 26 20 81 229 18 25
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 113 203 238 39 221 33 26 20 81 229 18 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 113 203 238 39 221 33 26 20 81 229 18 25
 Critical Gap Module:
 Critical Gap: 4.2 XXXX XXXXX 7.1 6.5 6.2 7.2 6.6 6.3
 FollowUpTime: 2.3 XXXX XXXXX 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: 254 XXXX XXXXX 441 XXXX XXXXX 884 981 237 913 879 322
 Potent Cap.: 1288 XXXX XXXXX 1098 XXXX XXXXX 268 251 806 251 283 712
 Move Cap.: 1288 XXXX XXXXX 1098 XXXX XXXXX 221 220 806 190 247 712
 Volume/Cap: 0.09 XXXX XXXX 0.04 XXXX XXXX 0.12 0.09 0.10 1.20 0.07 0.04
 Level Of Service Module:
 Queue: 0.3 XXXX XXXXX 0.1 XXXX XXXXX XXXXX XXXX XXXX XXXX XXXX XXXX
 Stopped Del: 8.1 XXXX XXXXX 8.4 XXXX XXXXX XXXXX XXXX XXXX XXXX XXXX
 LOS by Move: A * * * * * A * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX 412 XXXXX XXXX 208 XXXXX
 SharedQueue: XXXXX XXXX XXXXX XXXXX XXXX XXXXX XXXXX 1.3 XXXXX XXXXX 14.9 XXXXX
 Shrd StpDel: XXXXX XXXX XXXXX XXXXX XXXXX XXXXX 17.6 XXXXX XXXXX 215 XXXXX
 Shared LOS: * * * * * * * * * * * C * * * * * * * * * * * * * * * *
 ApproachDel: XXXXX XXXXX 17.6 XXXXX XXXXX 215.2
 ApproachLOS: * * * * * C

Existing Plus Approved Plus Project A Phase 2 (2009) Friday PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)

Average Delay (sec/veh): 77.0 Worst Case Level of Service: F(341.1)
Approach: North Bound South Bound East Bound West Bound

Table with columns: L, T, R, L, T, R, L, T, R, L, T, R. Rows for Control (Uncontrolled, Stop Sign, Include, Uncontrolled, Stop Sign, Include, Uncontrolled) and Lanes (0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0).

Volume Module:
Base Vol: 101 182 130 32 198 30 23 18 73 128 16 21
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 115 207 148 36 226 34 26 21 83 146 18 24
Added Vol: 0 0 91 3 0 0 0 0 0 84 0 2

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 115 207 239 39 226 34 26 21 83 230 18 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
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 121 219 252 42 238 36 28 22 88 242 19 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 121 219 252 42 238 36 28 22 88 242 19 27

Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
Followupprim: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 274 xxxxx xxxxx 471 xxxxx xxxxx 950 1053 256 982 945 345
Potential Cap: 1266 xxxxx xxxxx 1070 xxxxx xxxxx 242 228 788 225 259 691
Move Cap: 1266 xxxxx xxxxx 1070 xxxxx xxxxx 194 196 788 164 223 691
Volume/Cap: 0.10 xxxxx xxxxx 0.04 xxxxx xxxxx 0.14 0.11 0.11 1.48 0.09 0.04

Level of Service Module:
Queue: 0.3 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.1 xxxxx xxxxx 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * * * * A * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxx *
ApproachLOS: *

Existing Plus Approved Plus Project A Phase 2 (2009) Friday PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)

Average Delay (sec/veh): 15.9 Worst Case Level of Service: F(53.3)
Approach: North Bound South Bound East Bound West Bound

Table with columns: L, T, R, L, T, R, L, T, R, L, T, R. Rows for Control (Uncontrolled, Stop Sign, Include, Uncontrolled, Stop Sign, Include, Uncontrolled) and Lanes (0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0).

Volume Module:
Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
Initial Bse: 190 7 13 2 8 17 35 199 242 3 148 3
Added Vol: 90 0 0 0 0 0 0 0 1 82 0 1

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 280 7 13 2 8 17 35 200 324 3 149 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: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 297 7 13 2 8 18 37 213 343 4 158 4
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 297 7 13 2 8 18 37 213 343 4 158 4

Critical Gap Module:
Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx
Followupprim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 640 628 384 636 798 160 162 xxxxx xxxxx 556 xxxxx xxxxx
Potential Cap: 384 396 657 386 316 877 1393 xxxxx xxxxx 995 xxxxx xxxxx
Move Cap: 360 383 657 364 306 877 1393 xxxxx xxxxx 995 xxxxx xxxxx
Volume/Cap: 0.83 0.02 0.02 0.01 0.03 0.02 0.03 xxxxx xxxxx 0.00 xxxxx xxxxx

Level of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 7.7 xxxxx xxxxx 8.6 xxxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: 53.3 *
ApproachLOS: *

Existing Plus Approved Plus Project A Phase 2 (2009) Friday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #10 SR-49 / SR-16

Average Delay (sec/veh): 43.4 Worst Case Level Of Service: F(240.8)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R

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

Volume Module:
Base Vol: 187 0 81 0 0 0 0 0 295 321 140 204 0
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Critical Gap Module:
Critical Gap: 6.5 xxxxx 6.3 xxxxxx xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx
FollowUpTime: 3.6 xxxxx 3.4 xxxxxx xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1349 xxxxx 557 xxxxx xxxxx xxxxx xxxxx 557 xxxxx xxxxx
Potential Cap.: 161 xxxxx 519 xxxxx xxxxx xxxxx xxxxx 985 xxxxx xxxxx

Level Of Service Module:
Queue: 15.6 xxxxx 0.8 xxxxxx xxxxx xxxxx xxxxx 0.7 xxxxx xxxxx
Stopped Del: 355.1 xxxxx 13.8 xxxxxx xxxxx xxxxx xxxxx 9.5 xxxxx xxxxx

Existing Plus Approved Plus Project A Phase 2 (2009) Friday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #9 SR-49 / Empire

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D(33.0)
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R

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

Volume Module:
Base Vol: 110 447 5 3 308 6 9 1 88 1 6 2
Growth Adj: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14

Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTime: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 464 xxxxx xxxxx 624 xxxxx xxxxx 1377 1375 461 1430 1376 621
Potential Cap.: 1066 xxxxx xxxxx 929 xxxxx xxxxx 123 147 605 113 147 491

Level Of Service Module:
Queue: 0.5 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.7 xxxxx xxxxx
Stopped Del: 8.9 xxxxx xxxxx 8.9 xxxxx xxxxx xxxxx xxxxx 12.3 xxxxx xxxxx

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Signal Warrant Report
Intersection #25 SR-104 (Preston) / SR-124 (North)
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound					
	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled			
Lanes:	0	0	1	0	0	1	0	0	0	1	1	0	0		
Final Vol.:	121	219	252	42	238	36	28	22	88	242	19	27			
ApproachDel:	xxxxxx			xxxxxx			19.9			341.1					

Signal Warrant Rule #1: [vehicle-hours=0.8]
 Signal Warrant Rule #2: [approach volume=137]
 SUCCEED - Vehicle-hours greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1334]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=27.4]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=289]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1334]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Signal Warrant Report
Intersection #26 SR-104 (Main) / SR-124 (Church)
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound					
	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled			
Lanes:	0	0	1	0	0	1	0	0	0	1	1	0	0		
Final Vol.:	297	7	13	2	8	18	37	213	343	4	158	4			
ApproachDel:	53.3			12.2			xxxxxx			xxxxxx					

Signal Warrant Rule #1: [vehicle-hours=4.7]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=318]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1105]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach(southbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=0.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=29]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1105]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Signal Warrant Report

Intersection #23 SR-16 / SR-124
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0
Final Vol.: 11 0 0 216 0 0 0 0 0 0 721 20 145 515
ApproachDel: 23.0 xxxxxx xxxxxx

Approach(northbound)[lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=227]
SUCCEEDED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1629]
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Signal Warrant Report

Intersection #24 SR-16 / Latrobe (Amador)
Future Volume Alternative: Peak Hour Warrant NOT Met
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0
Final Vol.: 0 0 0 0 150 0 6 5 568 0 0 349 101
ApproachDel: xxxxxx 31.7 xxxxxx

Approach(southbound)[lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=156]
SUCCEEDED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1178]
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Signal Warrant Report

Intersection #9 SR-49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 0
Final Vol.: 142 618 6 4 457 7 11 1 115 1 17 2
ApproachDel: xxxxxx xxxxxx 15.3 33.0

Approach(eastbound)[lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=127]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1371]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach(westbound)[lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1371]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Signal Warrant Report

Intersection #10 SR-49 / SR-16

Future Volume Alternative: Peak Hour Warrant Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 0 1 0 0
Final Vol.: 221 0 111 0 0 0 0 0 0 0 557 379 180 433 0
ApproachDel: 240.8 xxxxxx xxxxxx

Approach(northbound)[lanes=2][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=22.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=332]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1860]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Signal Warrant Report

 Intersection #7 SR-49 / Main-Fiddletown
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled Stop Sign
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0
 Final Vol.: 66 197 268 17 183 20 16 72 63 126 61 14
 ApproachDel: xxxxxx xxxxxx 17.3 48.4
 Approach(eastbound) [lanes=2] [control=stop]
 Signal Warrant Rule #1: [vehicle-hours=0.7]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=150]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1103]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Approach(westbound) [lanes=1] [control=stop]
 Signal Warrant Rule #1: [vehicle-hours=2.7]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=202]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1103]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Signal Warrant Report

 Intersection #8 SR-49 / Poplar
 Future Volume Alternative: Peak Hour Warrant NOT Met
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled Stop Sign
 Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0
 Final Vol.: 45 624 0 xxxxxx xxxxxx 7 7 0 51 0 0 0 0
 ApproachDel: xxxxxx xxxxxx 12.6 xxxxxx
 Approach(eastbound) [lanes=1] [control=stop]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=58]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1125]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Approach(westbound) [lanes=1] [control=stop]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=58]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1125]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Existing Plus Approved Plus Project A Phase 2 (2009) Friday
 Ione Casino
 PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	???	NO
# 7 SR-49 / Main-Fiddletown	???	NO
# 8 SR-49 / Poplar	???	NO
# 9 SR-49 / Empire	???	NO
# 10 SR-49 / SR-16	???	Yes
# 23 SR-16 / SR-124	???	NO
# 24 SR-16 / Latrobe (Amador)	???	NO
# 25 SR-104 (Preston) / SR-124 (North)	???	Yes
# 26 SR-104 (Main) / SR-124 (Church)	???	Yes
# 28 SR-88 / SR-124	???	NO
#101 SR-49 / Project Access	???	NO
#174 SR-49 / Project Service Access	???	NO

Existing Plus Approved Plus Project A Phase 2 (2009) Friday
 Ione Casino
 PM Peak Hour

Signal Warrant Report

Intersection #6 SR-49 / Miller Way

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0

Final Vol.: 33 247 0 0 185 5 4 0 14 0 0 0 0

ApproachDel: xxxxxx xxxxxx 9.9 xxxxxx

Signal Warrant Rule #1: [lanes=1] [control=stop]

Signal Warrant Rule #1: [vehicle-hours=0.0]

Signal Warrant Rule #2: [vehicle-hours less than 4 for one lane approach.]

Signal Warrant Rule #3: [approach volume less than 100 for one lane approach.]

Signal Warrant Rule #3: [approach count=3] [total volume=487]

Signal Warrant Rule #3: [total volume less than 650 for intersection with less than four approaches.]

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Friday
 PM Peak Hour

Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	30	223	0	0	167	5	3	0	13	0	0	0
7 SR-49 / Main-	63	188	256	16	175	19	15	68	60	121	58	14
8 SR-49 / Popla	42	581	0	0	363	7	7	0	47	0	0	0
9 SR-49 / Empir	133	581	6	3	430	7	10	1	108	1	7	2
10 SR-49 / SR-16	213	0	107	0	0	0	0	517	366	174	417	0
23 SR-16 / SR-12	10	0	209	0	0	0	0	698	19	141	499	0
24 SR-16 / Latro	0	0	144	0	6	6	5	543	0	0	334	97
25 SR-104 (Prest	115	207	239	39	226	34	26	21	83	230	18	26
26 SR-104 (Main)	280	7	13	2	8	17	35	200	324	3	149	3
28 SR-88 / SR-12	0	0	0	3	0	214	230	427	0	0	313	2
101 SR-49 / Proje	0	640	130	87	452	0	0	0	0	120	0	80
174 SR-49 / Proje	0	717	87	0	535	0	0	0	0	0	80	0

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Friday
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base			Future			Change in
	Del/ LOS	Veh C	V/ LOS	Del/ LOS	Veh C	V/ LOS	
# 6 SR-49 / Miller Way	A	9.3	0.000	A	9.9	0.000	+ 0.536 D/V
# 7 SR-49 / Main-Fiddletown	D	26.9	0.000	E	48.4	0.000	+21.465 D/V
# 8 SR-49 / Poplar	B	11.6	0.000	B	12.6	0.000	+ 1.043 D/V
# 9 SR-49 / Empire	D	25.9	0.000	D	33.0	0.000	+ 7.023 D/V
# 10 SR-49 / SR-16	E	47.9	0.000	F	240.8	0.000	+192.846 D/V
# 23 SR-16 / SR-124	C	15.4	0.000	C	23.0	0.000	+ 7.607 D/V
# 24 SR-16 / Latrobe (Amador)	C	20.7	0.000	D	31.7	0.000	+10.986 D/V
# 25 SR-104 (Preston) / SR-124 (Nor	F	100.6	0.000	F	341.1	0.000	+240.574 D/V
# 26 SR-104 (Main) / SR-124 (Church	C	24.9	0.000	F	53.3	0.000	+28.458 D/V
# 28 SR-88 / SR-124	B	12.1	0.000	B	13.5	0.000	+ 1.387 D/V
#101 SR-49 / Project Access	A	0.0	0.000	F	77.6	0.000	+77.581 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	E	49.7	0.000	+49.705 D/V

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru					
#46 SR-16 / Excelsior	21	49	65	10	148	82	121	613	198	112	332	19	1770
Base	0	0	3	1	0	0	0	62	0	2	57	1	126
Added	21	49	68	11	148	82	121	675	198	114	389	20	1896
Total	21	49	68	11	148	82	121	675	198	114	389	20	1896

#47 SR-16 / Bradshaw	67	712	47	377	1220	533	293	573	84	60	318	133	4419
Base	0	0	3	8	0	0	0	51	0	2	47	7	118
Added	67	712	50	385	1220	533	293	624	84	62	365	140	4537
Total	67	712	50	385	1220	533	293	624	84	62	365	140	4537

#101 SR-49 / Project Access	0	640	0	0	452	0	0	0	0	0	0	0	1093
Base	0	0	130	87	0	0	0	0	0	120	0	80	417
Added	0	640	130	87	452	0	0	0	0	120	0	80	1510
Total	0	640	130	87	452	0	0	0	0	120	0	80	1510

#174 SR-49 / Project Service Access	0	587	0	0	415	0	0	0	0	0	0	0	1002
Base	0	0	130	87	0	0	0	0	0	80	0	0	417
Added	0	587	0	0	415	0	0	0	0	80	0	0	1419
Total	0	587	0	0	415	0	0	0	0	80	0	0	1419

#176 Internal Project Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0	87	0	0	0	0	217	0	80	200	0	584
Added	0	0	87	0	0	0	0	217	0	80	200	0	584
Total	0	0	87	0	0	0	0	217	0	80	200	0	584

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	L	T	L	T	L	T				
6 SR-49 / Mille	30	166	0	0	105	5	3	0	13	0	0	0
7 SR-49 / Main-	52	131	255	16	113	19	15	68	48	120	58	14
8 SR-49 / Popla	39	512	0	0	288	7	7	0	43	0	0	0
9 SR-49 / Empir	125	509	6	3	351	7	10	1	100	1	7	2
10 SR-49 / SR-16	213	0	92	0	0	0	0	336	366	160	232	0
23 SR-16 / SR-12	10	0	116	0	0	0	0	590	19	55	400	0
24 SR-16 / Latro	0	0	0	144	0	6	5	435	0	0	235	97
25 SR-104 (PreSt	115	207	148	36	226	34	26	21	83	146	18	24
26 SR-104 (Main)	190	7	13	2	8	17	35	199	242	3	148	3
28 SR-88 / SR-12	0	0	0	0	3	0	156	145	423	0	0	309
101 SR-49 / Proje	0	640	0	0	452	0	0	0	0	0	0	0
174 SR-49 / Proje	0	587	0	0	415	0	0	0	0	0	0	0

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#28 SR-88 / SR-124									
Base	0	0	0	3	0	156	145	423	0
Added	0	0	0	0	0	78	85	4	0
Total	0	0	0	3	0	234	230	427	0
#29 SR-88 / SR-12 (North)									
Base	0	0	0	75	0	397	524	432	0
Added	0	0	0	0	0	66	72	0	0
Total	0	0	0	75	0	463	596	432	0
#30 SR-88 / SR-12 (South)									
Base	33	831	2	3	510	273	288	1	21
Added	0	47	0	0	44	18	20	0	0
Total	33	878	2	3	554	291	308	1	21
#31 SR-88 / Kettleman									
Base	19	606	17	6	385	88	242	91	28
Added	0	41	0	0	38	5	6	0	0
Total	19	647	17	6	423	93	248	91	28
#32 SR-12 / SR-99 SB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	1	0	16	1
Total	0	0	0	0	0	1	0	16	1
#33 SR-12 / SR-99 NB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	18	0	0	0	0	1	0
Total	0	0	18	0	0	0	0	1	0
#34 Kettleman / SR-99 SB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	4	0	10	0	5
Total	0	0	0	0	4	0	10	0	5
#35 Kettleman / SR-99 NB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	5	6	0
Total	0	0	0	0	0	0	5	6	0
#36 SR-49 / Pleasant Valley									
Base	113	0	181	0	0	0	439	204	236
Added	12	0	45	0	0	0	13	49	0
Total	125	0	226	0	0	0	439	217	285

Ione Casino
Existing Plus Approved Plus Project A Phase 2 (2009) Friday
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#37 SR-16 / Ione									
Base	60	0	1	0	0	0	488	147	0
Added	0	0	0	0	0	0	108	0	0
Total	60	0	1	0	0	0	596	147	0
#38 SR-16 / Murietta South Pkwy									
Base	0	0	1	8	2	96	196	634	0
Added	0	0	0	0	0	0	107	0	0
Total	0	0	1	8	2	96	196	741	0
#39 SR-16 / Murietta Pkwy									
Base	100	133	38	38	77	121	213	712	122
Added	0	0	0	0	0	0	0	107	0
Total	100	133	38	38	77	121	213	819	122
#40 SR-16 / Stone House									
Base	0	0	0	77	0	5	15	970	0
Added	0	0	0	0	0	0	0	107	0
Total	0	0	0	77	0	5	15	1077	0
#41 SR-16 / Latrobe (Sac)									
Base	6	0	0	2	6	0	28	36	942
Added	0	0	0	0	0	0	0	107	0
Total	6	0	0	2	6	0	28	36	1049
#42 SR-16 / Dillard									
Base	70	0	97	0	0	0	847	189	59
Added	0	0	2	0	0	0	106	0	1
Total	70	0	99	0	0	0	953	189	60
#43 SR-16 / Sloughhouse									
Base	5	0	0	59	0	0	0	1024	9
Added	0	0	0	0	0	0	0	106	0
Total	5	0	0	59	0	0	0	1130	9
#44 SR-16 / Grant Line									
Base	0	247	59	120	356	62	88	847	2
Added	0	0	11	0	0	0	95	0	10
Total	0	247	70	120	356	62	88	942	2
#45 SR-16 / Sunrise									
Base	5	359	63	358	907	129	90	524	24
Added	0	0	5	24	0	0	65	0	5
Total	5	359	68	382	907	129	90	589	24

 Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Friday
 PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	

#10 SR-49 / SR-16											
Base	213	0	0	0	0	336	366	160	232	0	1399
Added	0	0	15	0	0	201	0	14	185	0	415
Total	213	0	15	0	0	537	366	174	417	0	1814

#11 SR-49 / Main (Drytown)											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	15	0	14	0	0	0	0	0	0	29
Total	0	15	0	14	0	0	0	0	0	0	29

#12 SR-49 / Water-Amador Creek											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	0	5	0	0	0	0	11
Total	6	0	0	0	0	5	0	0	0	0	11

#13 SR-49 / Copher Flat											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	0	4	0	0	0	9
Total	5	0	0	0	0	0	4	0	0	0	9

#14 SR-49 / Eureka											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	4	0	0	0	0	0	0	9
Total	0	5	0	4	0	0	0	0	0	0	9

#15 SR-49 / Church											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	4	0	0	0	0	0	0	9
Total	0	5	0	4	0	0	0	0	0	0	9

#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	8	0	7	4	4	0	0	0	0	23
Total	0	8	0	7	4	4	0	0	0	0	23

#17 SR-49 / Jackson Gate-Ione Martell											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	8	0	7	0	0	0	0	0	0	15
Total	0	8	0	7	0	0	0	0	0	0	15

#18 SR-49 / SR-88 (North)											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	7	0	0	0	0	0	0	8	15
Total	0	0	7	0	0	0	0	0	0	8	15

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	

#19 SR-49 / Sutter											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	7	0	0	0	0	0	0	14
Total	0	7	0	7	0	0	0	0	0	0	14

#20 SR-49 / Hoffman											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	6	0	0	0	0	0	0	13
Total	0	7	0	6	0	0	0	0	0	0	13

#21 SR-49 / Main (Jackson)											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	1	6	0	0	0	0	0	14
Total	0	6	0	1	6	0	0	0	0	0	14

#22 SR-49 / SR-88 (South)											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	5	0	0	0	0	0	0	11
Total	0	6	0	5	0	0	0	0	0	0	11

#23 SR-16 / SR-124											
Base	10	0	116	0	0	0	0	590	19	55	400
Added	0	0	93	0	0	0	0	108	0	86	99
Total	10	0	209	0	0	0	0	698	19	141	499

#24 SR-16 / Latrobe (Amador)											
Base	0	0	0	144	0	6	5	435	0	235	97
Added	0	0	0	0	0	0	0	108	0	99	0
Total	0	0	0	144	0	6	5	543	0	334	97

#25 SR-104 (Preston) / SR-124 (North)											
Base	115	207	148	36	226	34	26	21	83	146	18
Added	0	0	91	3	0	0	0	0	0	84	0
Total	115	207	239	39	226	34	26	21	83	230	18

#26 SR-104 (Main) / SR-124 (Church)											
Base	190	7	13	2	8	17	35	199	242	3	148
Added	80	0	0	0	0	0	0	1	82	0	1
Total	280	7	13	2	8	17	35	200	324	3	149

#27 SR-104 / SR-88											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	4	0	0	4
Total	0	0	0	0	0	0	0	4	0	0	4

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Friday
 PM Peak Hour

Trip Distribution Report

Zone	Percent Of Trips Default										
	1	2	3	4	5	6	7	8	9	10	11
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	12	13	14	15	16	17	18	19	20	21	22
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
Zone	23	24	25	26							
1	0.1	0.8	1.4	1.6							

Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Friday
 PM Peak Hour

Turning Movement Report

Volume	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#1 Latrobe / Old Sacramento									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	22	0	0	0	0	0	20
Total	0	0	22	0	0	0	0	0	42
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	18	4	0	42
Total	4	0	0	0	0	18	4	0	42
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	15	3	0	34
Total	3	0	0	0	0	15	3	0	34
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	11	3	0	27
Total	3	0	0	0	0	11	3	0	27
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	11	0	0	21
Total	0	0	0	0	0	11	0	0	21
#6 SR-49 / Miller Way									
Base	30	166	0	0	105	5	3	0	321
Added	0	57	0	0	62	0	0	0	119
Total	30	223	0	0	167	5	3	0	440
#7 SR-49 / Main-Fiddletown									
Base	52	131	255	16	113	19	15	68	909
Added	11	57	1	0	62	0	0	12	144
Total	63	188	256	16	175	19	15	80	1053
#8 SR-49 / Poplar									
Base	39	512	0	0	288	7	7	0	896
Added	3	69	0	0	75	0	4	0	151
Total	42	581	0	0	363	7	7	0	1047
#9 SR-49 / Empire									
Base	125	509	6	3	351	7	10	1	1124
Added	8	72	0	0	79	0	0	8	167
Total	133	581	6	3	430	7	10	1	1291

 Ione Casino
 Existing Plus Approved Plus Project A Phase 2 (2009) Friday
 PM Peak Hour

 Scenario Report
 Trip Generation Report

 Command: 2009 Ex + Ap + Project Friday
 Volume: 2009 Ex + Ap Friday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2009 Alt A (Ph II) Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

 Forecast for 2009 Alt A (Ph II) Friday
 Trip Generation Report

Zone #	Subzone	Amount	Units	Rate	In	Out	Trips In	Trips Out	Total % Of Trips
1	Ione Casino-	1.00	Ione Casino	304.00	280.00	304	280	304	584
	Zone 1 Subtotal					304	280	304	584

TOTAL									

304 280 304 280 584 100.0									
