

APPENDIX K

**Intersection Operations Calculations 2006
EPAP Plus Alternative B Phase 1 Condition**

2006 Ex + Ap + Alt B (Ph I) Mon Jul 25, 2005 19:39:08 Page 1-1

 Existing Plus Approved Plus Project B Phase I (2006) Friday
 PM Peak Hour

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

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 Existing Plus Approved Plus Project B Phase I (2006) Friday
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 Trip Generation Report
 Forecast for 2006 Alt B (Ph I) Friday

Zone #	Subzone	Amount	Units	Rate	In	Out	Trips In	Trips Out	Total % Of Trips
1	Ione Casino-	1.00	Ione Casino	238.00	219.00	238	219	219	457 100.0
	Zone 1 Subtotal					238	219	219	457 100.0

TOTAL							238	219	457 100.0

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) Friday
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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
	To Gates										
	23	24	25	26							
	1	0.1	0.8	1.4	1.6						

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) Friday
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Turning Movement Report

2006 Alt B (Ph I) Friday

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
Added	0	0	0	17	0	0	0	0	0	0	0	0	16
Total	0	0	0	17	0	0	0	0	0	0	0	0	16
#2 Main / Sherwood													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	0	0	14	3	0	13	0	33
Total	3	0	0	0	0	0	0	14	3	0	13	0	33
#3 Main / Empire													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	2	0	0	0	0	0	0	0	11	3	0	10	26
Total	2	0	0	0	0	0	0	0	11	3	0	10	26
#4 Main / Poplar													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	2	0	0	0	0	0	0	0	9	3	0	8	22
Total	2	0	0	0	0	0	0	0	9	3	0	8	22
#5 Main / Mill													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	9	0	0	8	17
Total	0	0	0	0	0	0	0	0	9	0	0	8	17
#6 SR-49 / Miller Way													
Base	27	152	0	0	96	4	3	0	11	0	0	0	295
Added	0	45	0	0	48	0	0	0	0	0	0	0	93
PassBy	0	-3	0	0	-4	0	0	0	0	0	0	0	-7
Total	27	194	0	0	140	4	3	0	11	0	0	0	381
#7 SR-49 / Main-Fiddletown													
Base	48	120	234	15	103	18	14	63	44	110	53	13	834
Added	8	45	1	0	49	0	0	0	9	1	0	0	113
PassBy	0	-3	0	0	-4	0	0	0	0	0	0	0	-7
Total	56	162	235	15	148	18	14	63	53	111	53	13	940
#8 SR-49 / Poplar													
Base	36	469	0	0	264	6	6	0	40	0	0	0	821
Added	3	54	0	0	59	0	0	0	3	0	0	0	119
PassBy	0	-3	0	0	-4	0	0	0	0	0	0	0	-7
Total	39	520	0	0	319	6	6	0	43	0	0	0	933

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) Friday
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) Friday
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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	

#9 SR-49 / Empire													
Base	115	467	5	3	322	6	9	1	92	1	6	2	1030
Added	6	57	0	0	62	0	0	0	6	0	0	0	131
PassBy	0	-3	0	0	-4	0	0	0	0	0	0	0	-7
Total	121	521	5	3	380	6	9	1	98	1	6	2	1154

#10 SR-49 / SR-16													
Base	195	0	85	0	0	0	0	308	335	146	213	0	1283
Added	0	12	0	0	0	0	0	158	0	11	145	0	326
PassBy	0	0	0	0	0	0	0	23	0	-4	0	0	-7
Total	195	0	85	0	0	0	0	463	335	153	358	0	1602

#11 SR-49 / Main (Drytown)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	12	0	0	11	0	0	0	0	0	0	0	23
Total	0	12	0	0	11	0	0	0	0	0	0	0	23

#12 SR-49 / Water-Amador Creek													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	0	4	0	0	0	0	8
Total	4	0	0	0	0	0	0	4	0	0	0	0	8

#13 SR-49 / Copher Flat													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	0	0	3	0	0	0	7
Total	4	0	0	0	0	0	0	0	3	0	0	0	7

#14 SR-49 / Eureka													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	3	0	0	0	0	0	0	0	7
Total	0	4	0	0	3	0	0	0	0	0	0	0	7

#15 SR-49 / Church													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	3	0	0	0	0	0	0	0	7
Total	0	4	0	0	3	0	0	0	0	0	0	0	7

#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	6	0	0	6	3	3	0	0	0	0	0	18
Total	0	6	0	0	6	3	3	0	0	0	0	0	18

#17 SR-49 / Jackson Gate-Ione Martell													
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

#18 SR-49 / SR-88 (North)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	5	0	0	0	0	0	0	0	11
Total	0	6	0	0	5	0	0	0	0	0	0	0	11

#19 SR-49 / Sutter													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	5	0	0	0	0	0	0	0	11
Total	0	6	0	0	5	0	0	0	0	0	0	0	11

#20 SR-49 / Hoffman													
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

#21 SR-49 / Main (Jackson)													
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

#22 SR-49 / SR-88 (South)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	4	0	0	0	0	0	0	0	8
Total	0	4	0	0	4	0	0	0	0	0	0	0	8

#23 SR-16 / SR-124													
Base	9	0	107	0	0	0	0	0	541	18	50	367	0
Added	0	0	73	0	0	0	0	0	85	0	67	78	0
PassBy	0	0	0	0	0	0	0	0	-3	0	0	0	-3
Total	9	0	180	0	0	0	0	0	623	18	117	445	0

#24 SR-16 / Latrobe (Amador)													
Base	0	0	0	132	0	5	4	399	0	0	215	89	844
Added	0	0	0	0	0	0	0	85	0	0	78	0	163
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	0	0	0	132	0	5	4	481	0	0	293	89	1004

#25 SR-104 (Preston) / SR-124 (North)													
Base	105	190	136	33	207	31	24	19	76	134	17	22	994
Added	0	0	71	2	0	0	0	0	0	65	0	2	140
Total	105	190	207	35	207	31	24	19	76	199	17	24	1134

#26 SR-104 (Main) / SR-124 (Church)													
Base	174	6	11	2	7	16	32	183	221	3	136	3	796
Added	0	0	0	0	0	0	0	1	64	0	1	0	136
Total	244	6	11	2	7	16	32	184	285	3	137	3	932

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

#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	3	0	143	133	388	0	283
Added	0	0	0	0	0	61	67	3	0	3
Total	0	0	0	3	0	204	200	391	0	286

#29 SR-88 / SR-12 (North)										
Base	0	0	0	69	0	363	480	396	0	224
Added	0	0	0	0	0	52	56	0	0	0
Total	0	0	0	69	0	415	536	396	0	224

#30 SR-88 / SR-12 (South)										
Base	30	761	2	3	468	251	264	1	19	2
Added	0	37	0	0	34	14	15	0	0	0
Total	30	798	2	3	502	265	279	1	19	2

#31 SR-88 / Kettleman										
Base	18	556	16	5	353	80	221	84	26	14
Added	0	32	0	0	30	4	5	0	0	0
Total	18	588	16	5	383	84	226	84	26	14

#32 SR-12 / SR-99 SB Ramps										
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

#33 SR-12 / SR-99 NB Ramps										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	14	0	0	0	0	1	0	14
Total	0	0	14	0	0	0	0	1	0	14

#34 Kettleman / SR-99 SB Ramps										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	4	0	8	0	4
Total	0	0	0	0	0	4	0	8	0	4

#35 Kettleman / SR-99 NB Ramps										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	4	4	0	4	0
Total	0	0	0	0	0	4	4	0	4	0

Ione Casino
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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
Added	9	0	35	0	0	0	0	10	38	0
Total	112	0	201	0	0	0	0	402	197	254

#37 SR-16 / Ione										
Base	55	0	1	0	0	0	0	447	135	0
Added	0	0	0	0	0	0	0	84	0	78
PassBy	0	0	0	0	0	0	0	-3	0	0
Total	55	0	1	0	0	0	0	528	135	0

#38 SR-16 / Marietta South Pkwy										
Base	0	0	1	7	2	88	180	581	0	1
Added	0	0	0	0	0	0	0	84	0	77
PassBy	0	0	0	0	0	0	0	-3	0	0
Total	0	0	1	7	2	88	180	662	0	1

#39 SR-16 / Marietta Pkwy										
Base	92	122	34	34	71	111	195	653	112	28
Added	0	0	0	0	0	0	0	84	0	77
PassBy	0	0	0	0	0	0	0	-3	0	0
Total	92	122	34	34	71	111	195	734	112	28

#40 SR-16 / Stone House										
Base	0	0	0	71	0	4	14	889	0	423
Added	0	0	0	0	0	0	0	84	0	77
PassBy	0	0	0	0	0	0	0	-3	0	0
Total	0	0	0	71	0	4	14	970	0	500

#41 SR-16 / Latrobe (Sac)										
Base	5	0	2	5	0	26	33	864	13	2
Added	0	0	0	0	0	0	0	84	0	77
PassBy	0	0	0	0	0	0	0	-3	0	0
Total	5	0	2	5	0	26	33	945	13	2

#42 SR-16 / Dillard										
Base	64	0	0	0	0	0	0	776	173	54
Added	0	0	1	0	0	0	0	81	0	1
PassBy	0	0	0	0	0	0	0	-3	0	0
Total	64	0	0	0	0	0	0	856	173	55

#43 SR-16 / Sloughhouse										
Base	4	0	54	0	0	0	0	939	8	29
Added	0	0	0	0	0	0	0	83	0	76
PassBy	0	0	0	0	0	0	0	-3	0	0
Total	4	0	54	0	0	0	0	1019	8	29

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

 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	0	308	335	146	213
23 SR-16 / SR-12	9	0	107	0	0	0	0	0	541	18	50	367
24 SR-16 / Latro	0	0	0	0	132	0	5	4	399	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
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

#44 SR-16 / Grant Line	Northbound			Southbound			Eastbound			Westbound			Total
	L	T	R	L	T	R	L	T	R	L	T	R	
Base	0	227	54	110	326	56	80	776	2	43	370	41	2085
Added	0	0	8	0	0	0	0	74	0	8	68	0	158
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	0	227	62	110	326	56	80	847	2	51	438	41	2240
#45 SR-16 / Sunrise	4	329	57	328	831	118	83	480	22	37	254	172	2716
Base	4	329	57	328	831	118	83	480	22	37	254	172	2716
Added	0	0	4	19	0	0	0	51	0	4	47	17	142
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	0
Total	4	329	61	347	831	118	83	528	22	41	301	189	2855
#46 SR-16 / Excelsior	19	45	60	9	136	75	111	562	182	102	304	18	1622
Base	19	45	60	9	136	75	111	562	182	102	304	18	1622
Added	0	0	2	1	0	0	0	48	0	2	44	1	98
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	19	45	62	10	136	75	111	607	182	104	348	19	1717
#47 SR-16 / Bradshaw	62	653	43	346	1119	489	268	525	77	55	291	122	4051
Base	62	653	43	346	1119	489	268	525	77	55	291	122	4051
Added	0	0	2	6	0	0	0	40	0	2	37	6	93
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	62	653	45	352	1119	489	268	562	77	57	328	128	4141
#101 SR-49 / Project Access	0	587	0	0	415	0	0	0	0	0	0	0	1002
Base	0	587	0	0	415	0	0	0	0	0	0	0	1002
Added	0	0	102	68	0	0	0	0	94	0	63	327	327
PassBy	0	-3	0	0	-4	0	0	0	0	0	0	0	-7
Total	0	584	102	68	411	0	0	0	94	0	63	327	1322
#174 SR-49 / Project Service Access	0	587	0	0	415	0	0	0	0	0	0	0	1002
Base	0	587	0	0	415	0	0	0	0	0	0	0	1002
Added	0	102	68	0	94	0	0	0	62	0	0	0	326
PassBy	0	-1	0	0	-4	0	0	0	0	0	0	0	-5
Total	0	688	68	0	505	0	0	0	62	0	0	0	1323
#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	68	0	0	0	0	170	0	62	157	0	457
Total	0	0	68	0	0	0	0	170	0	62	157	0	457

Node Intersection	Northbound		Southbound		Eastbound		Westbound		Change		
	L	T	R	L	T	R	L	T	R	in	
6 SR-49 / Mille	27	194	0	0	140	4	3	0	11	0	0
7 SR-49 / Main-	56	162	235	15	148	18	14	63	53	111	53
8 SR-49 / Poplar	39	520	0	0	319	6	6	0	43	0	0
9 SR-49 / Empir	121	521	5	3	380	6	9	1	98	1	6
10 SR-49 / SR-16	195	0	97	0	0	0	0	463	335	153	358
23 SR-16 / SR-12	9	0	180	0	0	0	0	623	18	117	445
24 SR-16 / Latro	0	0	132	0	5	4	481	0	0	293	89
25 SR-104 (Prest)	105	190	207	35	207	31	24	19	76	199	17
26 SR-104 (Main)	244	6	11	2	7	16	32	184	285	3	137
28 SR-88 / SR-12	0	0	0	0	3	0	204	200	391	0	286
101 SR-49 / Proje	0	584	102	68	411	0	0	0	0	94	0
174 SR-49 / Proje	0	688	68	0	505	0	0	0	0	62	0

Intersection	Base Del/V/		Future Del/V/		Change
	LOS	A	LOS	A	
# 6 SR-49 / Miller Way	C	21.7	C	21.7	0.000
# 7 SR-49 / Main-Fiddletown	B	11.1	B	11.1	0.000
# 8 SR-49 / Poplar	C	22.7	C	22.7	0.000
# 9 SR-49 / Empire	D	31.3	F	103.6	0.000
# 10 SR-49 / SR-16	B	14.3	C	18.3	0.000
# 23 SR-16 / SR-124	C	18.1	C	23.7	0.000
# 24 SR-16 / Latrobe (Amador)	F	55.0	F	157.9	0.000
# 25 SR-104 (Preston) / SR-124 (Nor)	C	20.6	D	31.2	0.000
# 26 SR-104 (Main) / SR-124 (Church)	B	11.6	B	12.5	0.000
# 28 SR-88 / SR-124	A	0.0	D	34.6	0.000
#101 SR-49 / Project Access	A	0.0	E	36.4	0.000
#174 SR-49 / Project Service Access	A	0.0	E	36.4	0.000

Ione Casino
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 Signal Warrant Summary 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 1 0 0 0 0 0 0 0
 Final Vol.: 30 215 0 0 0 0 155 5 3 0 13 0 0 0 0
 ApproachDel: xxxxxx xxxxxx xxxxxx 9.6
 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=421]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Ione Casino
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 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) ??? Yes
 # 25 SR-104 (Preston) / SR-124 (North) ??? No
 # 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

Ione Casino
Existing Plus Approved Plus Project B 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 Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 0
Final Vol.: 59 170 246 15 155 19 14 66 55 116 56 13
ApproachDel: xxxxxx 15.2

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=135}
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: {approach count=4}{total volume=984}
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=1.5}
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=984}
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase I (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 0 0 1 0 0 0 1 0 0 0 0 0 0 0
Final Vol.: 41 559 0 0 343 7 7 0 46 0 0 0
ApproachDel: xxxxxx xxxxxx 11.8

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=1003}
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase I (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.: 128 554 6 3 404 7 10 1 104 1 7 2

ApproachDel: xxxxxx 13.7

Approach(eastbound)lanes=2] (control=Stop)

Signal Warrant Rule #1: [vehicle-hours=0.4]

Signal Warrant Rule #2: [approach volume=115]

Signal Warrant Rule #3: [approach count=4] (total volume=1226)

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]

Signal Warrant Rule #2: [approach volume=10]

Signal Warrant Rule #3: [approach count=4] (total volume=1226)

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) 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 1 0 1 0 1 0 0

Final Vol.: 202 0 100 0 0 0 0 0 0 480 347 159 371 0

ApproachDel: 103.6 xxxxxx xxxxxx

Approach(northbound)lanes=2] (control=Stop)

Signal Warrant Rule #1: [vehicle-hours=8.7]

Signal Warrant Rule #2: [approach volume=303]

Signal Warrant Rule #3: [approach count=3] (total volume=1660)

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

Ione Casino
Existing Plus Approved Plus Project B 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 Uncontrolled Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0
Final Vol.: 10 0 185 0 0 0 0 0 644 18 121 459 0
ApproachDel: 18.3 xxxxxx xxxxxx

Approach[northbound] [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=195]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=138]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B 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 4 503 0 0 306 93
ApproachDel: xxxxxx 23.7 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=143]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1049]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) 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	1	0	0	1	0	0	1	0	0	1	0
Final Vol.:	111	201	218	37	218	33	25	20	80	210	18	25
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	17.0			157.9		

Approach(leastbound) [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=1197]
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]
SUCCEED - Vehicle-hours greater than or equal to 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=1197]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase I (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		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Final Vol.:	259	7	12	2	8	17	34	195	303	3	145	3
ApproachDel:	31.2			11.7			xxxxxx			xxxxxx		

Approach(northbound) [lanes=1] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=2.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=278]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=988]
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=988]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Existing Plus Approved Plus Project B Phase I (2006) Friday PM Peak Hour

Existing Plus Approved Plus Project B Phase I (2006) Friday 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 3 0 221 217 424 0 0 310 2
 ApproachDel: xxxxxx 12.5 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=225]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1177]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

 Ione Casino
 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 1 0 0 0 1
 Final Vol.: 0 621 108 72 436 0 0 0 0 0 0 100 0 67
 ApproachDel: xxxxxx xxxxxx xxxxxx
 Approach(westbound) [lanes=2] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=1.6]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=167]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1405]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Existing Plus Approved Plus Project B Phase I (2006) Friday
Ione Casino
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 0 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 36.4

Approach(westbound)[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=66]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1406]
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project B Phase I (2006) Friday
Ione Casino
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 [9.6]
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
Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 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: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Bae: 27 152 0 0 96 4 3 0 11 0 0 0
Added Vol: 0 45 0 0 48 0 0 0 0 0 0 0
PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0
Initial Fut: 27 194 0 0 140 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
PHF Volume: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 30 215 0 0 155 5 3 0 13 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: 160 xxxxx xxxxx xxxxx xxxxx 433 xxxxx 157 xxxxx xxxxx xxxxx
Potent Cap.: 1384 xxxxx xxxxx xxxxx xxxxx 584 xxxxx 893 xxxxx xxxxx xxxxx
Move Cap.: 1384 xxxxx xxxxx xxxxx xxxxx 574 xxxxx 893 xxxxx xxxxx xxxxx
Volume/Cap: 0.02 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 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 xxxxx xxxxx xxxxx xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StopDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx * * * * *
ApproachLOS: * * * * * 9.6 A

Ione Casino
 Existing Plus Approved Plus Project B 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): 8.2 Worst Case Level Of Service: D (29.6)
 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 1 0 0 1 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
 Initial Bse: 48 120 234 15 103 18 14 63 44 110 53 13
 Added Vol: 8 45 1 0 49 0 0 0 9 1 0 0
 PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0
 Initial Fut: 56 162 235 15 148 18 14 63 53 111 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
 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: 58 170 246 15 156 19 14 66 55 116 56 13
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 59 170 246 15 155 19 14 66 55 116 56 13

Critical Gap Module:
 Critical Gap: 4.2 xxxxxx 4.2 xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpTim: 2.3 xxxxxx 2.3 xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: 174 xxxxxx 416 xxxxxx 640 728 165 666 615 293
 Potent Cap.: 1367 xxxxxx 1112 xxxxxx 391 352 885 376 409 751
 Move Cap.: 1367 xxxxxx 1112 xxxxxx 327 332 885 286 386 751
 Volume/Cap: 0.04 xxxxxx 0.01 xxxxxx 0.04 0.20 0.06 0.41 0.14 0.02

Level Of Service Module:
 Queue: 0.1 xxxxxx 0.0 xxxxxx 0.0 xxxxxx 0.2 xxxxxx 0.2 xxxxxx
 Stopped Del: 7.8 xxxxxx 8.3 xxxxxx 8.3 xxxxxx 9.3 xxxxxx 9.3 xxxxxx
 LOS by Move: A A A A A
 Movement: LT - LTR - RT LT - LTR - PT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 326 xxxxxx
 SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 3.3 xxxxxx
 Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 29.6 xxxxxx
 Shared LOS: C C C C C
 ApproachDel: xxxxxx 15.2 C
 ApproachLOS: xxxxxx 29.6 D

Ione Casino
 Existing Plus Approved Plus Project B 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): 1.0 Worst Case Level Of Service: B (11.8)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 1 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
 Initial Bse: 36 469 0 0 264 6 6 0 40 0 0 0
 Added Vol: 3 54 0 0 59 0 0 0 3 0 0 0
 PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0
 Initial Fut: 39 520 0 0 319 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
 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: 41 559 0 0 343 7 7 0 46 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 41 559 0 0 343 7 7 0 46 0 0 0

Critical Gap Module:
 Critical Gap: 4.2 xxxxxx 4.2 xxxxxx 6.4 xxxxxx 6.2 xxxxxx
 FollowUpTim: 2.3 xxxxxx 2.3 xxxxxx 3.5 xxxxxx 3.3 xxxxxx
 Capacity Module:
 Conflict Vol: 350 xxxxxx 989 xxxxxx 989 xxxxxx 347 xxxxxx
 Potent Cap.: 1176 xxxxxx 276 xxxxxx 276 xxxxxx 701 xxxxxx
 Move Cap.: 1176 xxxxxx 269 xxxxxx 269 xxxxxx 701 xxxxxx
 Volume/Cap: 0.04 xxxxxx 0.03 xxxxxx 0.03 xxxxxx 0.07 xxxxxx

Level Of Service Module:
 Queue: 0.1 xxxxxx 0.1 xxxxxx 0.1 xxxxxx 0.1 xxxxxx 0.1 xxxxxx
 Stopped Del: 8.2 xxxxxx 8.2 xxxxxx 8.2 xxxxxx 8.2 xxxxxx 8.2 xxxxxx
 LOS by Move: A A A A A
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 581 xxxxxx
 SharedQueue: 0.1 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.3 xxxxxx
 Shrd StpDel: 8.2 xxxxxx xxxxxx xxxxxx xxxxxx 11.8 xxxxxx
 Shared LOS: A A A A A
 ApproachDel: xxxxxx 11.8 B
 ApproachLOS: xxxxxx B

Ione Casino
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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): 36.1 Worst Case Level Of Service: F(157.9)
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 Stop Sign Stop Sign
Rights: Uncontrolled Include Uncontrolled Include Uncontrolled Include Uncontrolled 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: 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 71 2 0 0 0 0 0 65 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 105 190 207 35 207 31 24 19 76 199 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: 111 201 218 37 218 33 25 20 80 210 18 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 111 201 218 37 218 33 25 20 80 210 18 25

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: 251 419 419 419 419 419 419 419 419 419 419 419
Potential Cap: 1291 1119 1119 1119 1119 1119 1119 1119 1119 1119 1119 1119
Move Cap: 1291 1119 1119 1119 1119 1119 1119 1119 1119 1119 1119 1119
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

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
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: LTR - RT LTR - RT LTR - RT LTR - RT LTR - RT LTR - RT
Shared Cap: 1291 1119 1119 1119 1119 1119 1119 1119 1119 1119 1119 1119
Shared Queue: 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1
Shrd StpDel: 157.9 157.9 157.9 157.9 157.9 157.9 157.9 157.9 157.9 157.9 157.9 157.9
Shared LOS: C C C C C C C C C C C C
ApproachDel: 17.0 17.0 17.0 17.0 17.0 17.0 17.0 17.0 17.0 17.0 17.0 17.0
ApproachLOS: C C C C C C C C C C C C

Ione Casino
Existing Plus Approved Plus Project B 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): 9.4 Worst Case Level Of Service: D(31.2)
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 Stop Sign Stop Sign
Rights: Stop Sign Include Stop Sign Include Stop Sign Include Stop Sign 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
Added Vol: 70 0 0 0 0 0 0 0 0 1 64 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 244 6 11 2 7 16 32 184 285 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: 259 7 12 2 8 17 34 195 303 3 145 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 259 7 12 2 8 17 34 195 303 3 145 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 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: 580 570 346 578 720 147 148 498 498 498 498 498
Potential Cap: 421 427 690 423 350 892 1409 1409 1409 1409 1409 1409
Move Cap: 397 415 690 401 341 892 1409 1409 1409 1409 1409 1409
Volume/Cap: 0.65 0.62 0.02 0.01 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02

Level Of Service Module:
Queue: 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1
Stopped Del: 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6
LOS by Move: A A A A A A A A A A A A

Movement: LTR - RT LTR - RT LTR - RT LTR - RT LTR - RT LTR - RT
Shared Cap: 421 427 690 423 350 892 1409 1409 1409 1409 1409 1409
Shared Queue: 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6
Shrd StpDel: 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7
Shared LOS: D D D D D D D D D D D D
ApproachDel: 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7 11.7
ApproachLOS: D D D D D D D D D D D D

Existing Plus Approved Plus Project B 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): 4.0 Worst Case Level Of Service: B [12.5]
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 Channel 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 0 137 127 371 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 1.04 1.04
Initial Bse: 0 0 0 143 133 388 0 0 283 2
Added Vol: 0 0 0 0 61 67 3 0 0 3 0

Critical Gap Module:
Critical Gp: xxxxxx xxxxxx 6.5 xxxx 6.3 4.2 xxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpFim: xxxxxx xxxxxx 3.6 xxxx 3.4 2.3 xxxx xxxxxx xxxxxx xxxxxx xxxxxx

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 4.6 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
Control: Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include
Lanes: 0 0 0 1 0 0 1 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
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 Module:
Critical Gp: xxxxxx xxxxxx xxxxxx 4.2 xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 xxxx 6.2
FollowUpFim: xxxxxx xxxxxx xxxxxx 2.3 xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 xxxx 3.3

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Existing Plus Approved Plus Project B Phase I (2006) Friday
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #174 SR-49 / Project Service Access

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: E (36.4)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 0 1 0 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: 0 102 68 0 94 0 0 0 0 0 0 0 62 0 0 0 0
PasserByVol: 0 -1 0 0 -4 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 688 68 0 505 0 0 0 0 0 0 0 62 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: 0 731 72 0 536 0 0 0 0 0 0 0 66 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 731 72 0 536 0 0 0 0 0 0 0 66 0 0 0 0
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
Followup: 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: 1304 1304 1304 1304 1304 1304 1304 1304 1304 1304 1304 1304 1304 1304 1304 1304 1304
Potential Cap.: 179 179 179 179 179 179 179 179 179 179 179 179 179 179 179 179 179
Move Cap.: 179 179 179 179 179 179 179 179 179 179 179 179 179 179 179 179 179
Volume/Cap.: 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.37

Level Of Service Module:
Queue: 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6
Stopped Del: 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4
LOS by Move: E E E E E E E E E E E E E E E E E
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4
Shared Queue: 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4
Shrd StpDel: 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4
Shared LOS: E E E E E E E E E E E E E E E E E
ApproachDel: 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4 36.4
ApproachLOS: E E E E E E E E E E E E E E E E E

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Existing Plus Approved Plus Project B Phase I (2006) Friday
PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 SR-104 (Main) / SR-124 (Church)
Average Delay (sec/veh): 7.9 Worst Case Level of Service: D (25.8)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 1 1 0 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
Initial Bse: 174 6 11 2 7 16 32 183 221 3 136 3
Added Vol: 70 0 0 0 0 0 0 0 1 64 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 244 6 11 2 7 16 32 184 285 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
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: 244 6 11 2 7 16 32 184 285 3 137 3
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 244 6 11 2 7 16 32 184 285 3 137 3
Critical Gap Module:
Critical Gp: 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
Capacity Module:
Conflict Vol: 547 537 327 545 679 138 140 xxxxx xxxxxx 469 xxxxx xxxxxx
Potential Cap.: 443 446 708 445 370 902 1419 xxxxx xxxxxx 1072 xxxxx xxxxxx
Move Cap.: 420 434 708 424 360 902 1419 xxxxx xxxxxx 1072 xxxxx xxxxxx
Volume/Cap: 0.58 0.01 0.02 0.00 0.02 0.02 0.02 xxxxx xxxxx 0.00 xxxxx xxxxx

Level of Service Module:
Queue: xxxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxxx 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.: xxx 428 xxxxx xxx 589 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx 4.0 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 25.8 xxxxx xxxxx 11.4 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * D * * * * * B * * * * *
ApproachDel: 25.8 11.4 * * * * * xxxxxx * * * * *
ApproachLOS: D B * * * * * xxxxxx * * * * *

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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #28 SR-88 / SR-124
Average Delay (sec/veh): 3.8 Worst Case Level of Service: B (11.9)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 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 0 3 0 137 371 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 0 143 388 0 0 283 2
Added Vol: 0 0 0 0 0 0 61 67 3 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 3 0 204 200 391 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 0 204 200 391 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 0 204 200 391 0 0 286 2
Critical Gap Module:
Critical Gp: xxxxx xxxxx xxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx
FollowUpTim: xxxxx xxxxx xxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx 1077 xxxxx 287 288 xxxxx xxxxx xxxxx xxxxx
Potential Cap.: xxxxx xxxxx xxxxx 236 xxxxx 738 1246 xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 207 xxxxx 738 1246 xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 0.02 xxxxx 0.28 0.16 xxxxx xxxxx xxxxx xxxxx

Level of Service Module:
Queue: xxxxxx xxxxx xxxxx 0.0 xxxxx 1.1 0.6 xxxxx xxxxx xxxxx xxxxx
Stopped Del: xxxxxx xxxxx xxxxx 22.7 xxxxx 11.7 8.4 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
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 * * * * * 11.9 * * * * * xxxxxx * * * * *
ApproachLOS: *

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Ione Casino
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Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #29 SR-88 / SR-12 (North)

Average Delay (sec/veh): 16.8 Worst Case Level of Service: E (47.6)
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
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 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 52 0 56 0 0 0 0 24 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 69 0 415 536 396 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 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 0 415 536 396 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 0 415 536 396 0 0 224 52

Critical Gap Module:
Critical Gap: 6.5 xxxxx 6.3 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpPrim: 3.6 xxxxx 3.4 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 1718 xxxxx 250 276 xxxxx xxxxx xxxxx xxxxx xxxxx
Potential Cap: 95 xxxxx 775 1276 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap: 64 xxxxx 775 1276 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: 1.08 xxxxx 0.54 0.42 xxxxx xxxxx xxxxx xxxxx xxxxx

Level of Service Module:
Queue: xxxxx xxxxx xxxxx 5.4 xxxxx 3.2 2.1 xxxxx xxxxx xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx 244.9 xxxxx 14.9 9.9 xxxxx xxxxx xxxxx xxxxx
LOS by Move: F B 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: F B A
ApproachDel: xxxxxx 47.6 xxxxxx
ApproachLOS: E

Existing Plus Approved Plus Project B Phase I (2006) Friday
Ione Casino
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): 105.7 Worst Case Level of Service: F (572.2)
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
Rights: Include Include Include
Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 1 0 0

Volume Module:
Base Vol: 29 729 2 3 448 240 253 1 18 2 3 2
Growth Adj: 1.04 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: 30 761 2 3 468 251 264 1 19 2 3 2
Added Vol: 0 37 0 0 34 14 15 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 798 2 3 502 265 279 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 798 2 3 502 265 279 1 19 2 3 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 798 2 3 502 265 279 1 19 2 3 2

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

Capacity Module:
Conflict Vol: 502 xxxxx xxxxx 801 xxxxx xxxxx 1371 1369 502 1511 1368 799
Potential Cap: 1073 xxxxx xxxxx 805 xxxxx xxxxx 122 145 565 98 145 382
Move Cap: 1073 xxxxx xxxxx 805 xxxxx xxxxx 117 140 565 92 141 382
Volume/Cap: 0.03 xxxxx xxxxx 0.00 xxxxx xxxxx 2.40 0.01 0.03 0.02 0.02 0.01

Level of Service Module:
Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
Stopped Del: 8.5 xxxxx xxxxx 9.5 xxxxx xxxxx xxxxx xxxxx 11.6 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 117 xxxxx xxxxx xxxxx 145 xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 24.7 xxxxx xxxxx xxxxx 0.2 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 716.5 xxxxx xxxxx xxxxx 31.2 xxxxx
Shared LOS: F F F
ApproachDel: xxxxxx 672.2
ApproachLOS: F

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #31 SR-98 / Kestleman

Cycle (sec):	0	Critical Vol./Cap. (X):	0.741
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	54	Level of Service:	C
Approach:	North Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include
Min. Green:	3 0 0 0 1 0 0 0 1 0 0 0 7 7 7 7 7 7 7	Include	7 7 7 7 7 7 7 7
Lanes:	1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 1 0 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
Initial Bse:	18 556 16	5 353 80	221 84 26	14 62 6
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:	18 588 16	5 383 84	226 84 26	14 62 6
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHP Volume:	18 588 16	5 383 84	226 84 26	14 62 6
Reduced Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			
Reduced Vol:	18 588 16	5 383 84	226 84 26	14 62 6
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Final Vol.:	18 588 16	5 383 84	226 84 26	14 62 6

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.90 0.94	0.90 0.92	0.92 0.93	0.93 0.95
Lanes:	1.00 0.97	0.03 1.00	0.82 0.18	0.67 0.25
Final Sat.:	1702 1738	46 1702	1428 315	1189 439

Capacity Analysis Module:

Vol/Sat:	0.01 0.34	0.34	0.00 0.27	0.27 0.19	0.19	0.04 0.04
Crit Moves:	****	****	****	****	****	****
Green/Cycle:	0.06 0.38	0.38	0.06 0.38	0.38 0.21	0.21	0.13 0.13
Volume/Cap:	0.19 0.89	0.89	0.06 0.71	0.71 0.89	0.89	0.35 0.35
Delay/Veh:	25.3 29.8	29.8	24.4 17.8	17.8 43.0	43.0	22.3 22.3
User DelAdj:	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00 1.00
AdjDel/Veh:	25.3 29.8	29.8	24.4 17.8	17.8 43.0	43.0	22.3 22.3
HCW2Kav:	0 14	14	8 8	10 10	10	2 2

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):	0.914
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	25.4
Optimal Cycle:	0	Level of Service:	D
Approach:	North Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign
Rights:	Include	Include	Include
Min. Green:	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1 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
Initial Bse:	103 0	166 0 0 0 0	0 402 187	216 253 0
Added Vol:	9 0	35 0 0 0 0	0 0 0 0	10 38 0 0
PasserByVol:	0 0	0 0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	112 0	201 0 0 0 0	0 402 197	254 253 0
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHP Volume:	112 0	201 0 0 0 0	0 402 197	254 253 0
Reduced Vol:	0 0	0 0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	112 0	201 0 0 0 0	0 402 197	254 253 0
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Final Vol.:	112 0	201 0 0 0 0	0 402 197	254 253 0

Saturation Flow Module:

Sat/Lane:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Adjustment:	0.36 0.00	0.64 0.00	0.00 0.00	0.00 0.67
Lanes:	203 0	364 0 0 0	0 0 0 0	440 215
Final Sat.:	203 0	364 0 0 0	0 0 0 0	440 215

Capacity Analysis Module:

Vol/Sat:	0.55 xxxxx	xxxxx	xxxxx	0.91 0.48	0.45 xxxxx
Crit Moves:	****	****	****	****	****
Delay/Veh:	16.0 0.0	0.0 0.0	0.0 0.0	39.6 15.4	13.7 0.0
Volume/Cap:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Delay/Veh:	16.0 0.0	0.0 0.0	0.0 0.0	39.6 15.4	13.7 0.0
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
AdjDel/Veh:	16.0 0.0	0.0 0.0	0.0 0.0	39.6 15.4	13.7 0.0
HCW2Kav:	0 14	14 8	10 10	2 2	2

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #38 SR-16 / Marietta South Pkwy
 Cycle (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
 Optimal Cycle: 29 Level Of Service: 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 Protected Protected
 Rights: 5
 Min. Green: 0 0 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
 Lanes: 0 0 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
 Volume Module:
 Base Vol.: 0 0 1 7 2 84 172 556 0 1 252 8
 Growth Adj.: 1.04
 Initial Base: 0 0 1 7 2 88 180 581 0 1 263 8
 Added Vol.: 0
 PasserByVol.: 0 0 0 0 0 0 0 0 -3 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 0 0 1 7 2 88 180 662 0 1 340 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 88 180 662 0 1 340 8
 Reduct Vol.: 0
 Reduced Vol.: 0 0 1 7 2 88 180 662 0 1 340 8
 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 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 1.00 1.00
 Final Vol.: 0 0 1 7 2 88 180 662 0 1 340 8
 Saturation Flow Module:
 Sat/Lane: 1900
 Adj/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 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 1.00 0.78 0.32 1.00 1.00 1.00 0.00 1.00 0.98 0.02 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 0 0 1644 1166 333 1615 1753 1845 0 1753 1793 44
 Capacity Analysis Module:
 Vcl/Sat: 0.00 0.00 0.00 0.01 0.01 0.05 0.10 0.36 0.00 0.00 0.19 0.19
 Crit #/vcl: 0.00 0.00 0.17 0.17 0.17 0.33 0.16 0.41 0.00 0.10 0.36 0.36
 Green/Cycle: 0.00 0.00 0.00 0.04 0.04 0.17 0.66 0.87 0.00 0.01 0.52 0.52
 Volume/Cap: 0.00 0.00 0.00 0.04 0.04 0.17 0.66 0.87 0.00 0.01 0.52 0.52
 Delay/Veh: 0.0 0.0 9.9 10.1 10.1 7.1 17.4 18.1 0.0 11.7 8.0 8.0
 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 0.0 9.9 10.1 10.1 7.1 17.4 18.1 0.0 11.7 8.0 8.0
 HCM2kAVG: 0 0 0 0 0 0 1 3 10 0 0 3 3

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #37 SR-16 / Ione
 Average Delay (sec/veh): 1.0 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 Uncontrolled Include Uncontrolled
 Rights: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 1 0 0
 Lanes: 0 0 0 0 1 0 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.: 1.04 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: 55 0 1 0 0 0 0 447 135 0 215 0
 Added Vol.: 0 0 0 0 0 0 0 84 0 0 78 0
 PasserByVol.: 0 0 0 0 0 0 0 0 -3 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 55 0 1 0 0 0 0 528 135 0 293 0
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 0 528 135 0 293 0
 Reduct Vol.: 0
 Final Vol.: 55 0 1 0 0 0 0 528 135 0 293 0
 Critical Gap Module:
 Critical Gap: 6.4 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 FollowUpTrim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol.: 889 xxxxx 595 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Potent Cap.: 316 xxxxx 508 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap.: 316 xxxxx 508 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: 0.17 xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Level Of Service Module:
 Queue: 0.6 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 18.8 xxxxx 12.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: C * * * * *
 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 xxxxx xxxxx
 Shared LOS: * * * * *
 Shared LOS: * * * * *
 ApproachDel: 18.6 C
 ApproachLOS: C

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #41 SR-16 / Latrobe (Sac)
 Average Delay (sec/veh): 0.7 Worst Case Level Of Service: E (41.4)
 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: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 1 0 0 1 0 1 0 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: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 5 0 2 5 0 26 33 864 13 2 463 8
 Added Vol: 0 0 0 0 0 0 0 84 0 0 77 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 0 2 5 0 26 33 945 13 2 540 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
 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: 5 0 2 5 0 26 33 945 13 2 540 8
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 5 0 2 5 0 26 33 945 13 2 540 8
 Critical Gap Module:
 Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx xxx
 Followupprim: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx 2.2 xxx xxx
 Capacity Module:
 Conflict Vol: 951 1567 xxx 544 548 xxx xxx 957 xxx xxx
 Potent Cap.: 89 xxx 318 91 xxx 543 1016 xxx xxx 714 xxx xxx
 Move Cap.: 83 xxx 318 88 xxx 543 1016 xxx xxx 714 xxx xxx
 Volume/Cap: 0.06 xxx 0.01 0.06 xxx 0.05 0.03 xxx 0.00 xxx
 Level of Service Module:
 Queue: .xxxx xxx 0.0 xxx xxx 0.2 0.1 xxx xxx 0.0 xxx xxx
 Stopped Del.:xxxx xxx 16.4 xxx xxx 12.0 8.7 xxx xxx 10.1 xxx xxx
 LOS by Move: * * C * * B A * * B * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 83 xxx xxx 88 xxx xxx 88 xxx xxx 88 xxx xxx
 Shared Queue: 0.2 xxx xxx 0.2 xxx xxx 0.2 xxx xxx 0.2 xxx xxx
 Shrd StpDel: 51.4 xxx xxx 48.4 xxx xxx 48.4 xxx xxx 48.4 xxx xxx
 Shared LOS: F * * E * * E * * C
 ApproachDel: 41.4 18.0 xxxxxx
 ApproachLOS: E

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #42 SR-16 / Dillard
 Cycle (sec): 9 Critical Vol./Cap. (X): 0.822
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.5
 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 Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 5 0 1 0 5 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
 Volume Module:
 Base Vol: 61 0 85 0 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 0 776 173 54 399 0
 Added Vol: 0 0 1 0 0 0 0 0 83 0 1 76 0
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 64 0 90 0 0 0 0 0 856 173 55 475 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 90 0 0 0 0 0 856 173 55 475 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 64 0 90 0 0 0 0 0 856 173 55 475 0
 Saturation Flow Module:
 Sat/Lane: 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 0.83 0.37 1.00 1.00 0.00
 Final Sat.: 623 0 878 0 0 0 0 0 1499 304 1753 1845 0
 Capacity Analysis Module:
 Vol/Sat: 0.10 0.00 0.10 0.00 0.00 0.00 0.00 0.57 0.57 0.03 0.26 0.00
 Crit Waves: * * * * *
 Green/Cycle: 0.12 0.00 0.12 0.00 0.00 0.00 0.00 0.69 0.69 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 0.66 0.35 0.00
 Delay/Veh: 53.2 0.0 53.2 0.0 0.0 0.0 0.0 12.1 12.1 47.7 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: 53.2 0.0 53.2 0.0 0.0 0.0 0.0 12.1 12.1 47.7 3.2 0.0
 HCM2kAVG: 6 0 6 0 0 0 0 0 17 17 2 4 0

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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 (21.9)
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: 1 0 0 1 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: 1.04 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 83 0 0 76 0
PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.019 8 29 608 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: 4 0 54 0 0 0 0 1019 8 29 608 0
Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 4 0 54 0 0 0 0 1019 8 29 608 0

Critical Gap Module:
Critical Gap: 6.4 xxxxx
FollowUpTim: 3.5 xxxxx
Capacity Module:
Conflict Vol: 1689 xxxxx
Potential Cap.: 104 xxxxx
Queue: 0.1 xxxxx
Stopped Del: 42.4 xxxxx
LOS by Move: E * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StopDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: * * * * *
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): 0.977
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 81.2
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 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 1.04
Initial Bse: 0 227 54 110 326 56 80 776 2 43 370 41
Added Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 227 52 110 326 56 80 847 2 51 438 41
Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 227 52 110 326 56 80 847 2 51 438 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 0.97 0.97 0.97 0.97 0.97 0.97
Lanes: 0.00 0.78 0.22 0.22 0.67 0.11 1.00 0.99 0.01 1.00 0.91 0.09
Final Sat.: 0 1447 398 412 1225 212 1753 1840 5 1753 1666 155

Capacity Analysis Module:
Vol/Sat: 0.00 0.16 0.16 0.27 0.27 0.27 0.05 0.46 0.46 0.03 0.26 0.26
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 0.98 0.98 0.98 0.98 0.98 0.62 0.98 0.98 0.98 0.62 0.62
Delay/Veh: 0.0 121 121.1 99.0 99.0 99.0 89.4 71.6 71.6 203.3 41.7 41.7
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: 0.0 121 121.1 99.0 99.0 99.0 89.4 71.6 71.6 203.3 41.7 41.7
HCMZKAng: 0 20 20 32 32 32 5 51 51 5 20 20

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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 (21.9)
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: 1 0 0 1 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: 1.04 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 83 0 0 76 0
PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.019 8 29 608 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: 4 0 54 0 0 0 0 1019 8 29 608 0
Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 4 0 54 0 0 0 0 1019 8 29 608 0

Critical Gap Module:
Critical Gap: 6.2 xxxxx
FollowUpTim: 3.3 xxxxx
Capacity Module:
Conflict Vol: 1689 xxxxx
Potential Cap.: 104 xxxxx
Queue: 0.1 xxxxx
Stopped Del: 42.4 xxxxx
LOS by Move: E * C * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StopDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: * * * * *
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): 0.977
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 81.2
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 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 1.04
Initial Bse: 0 227 54 110 326 56 80 776 2 43 370 41
Added Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 227 52 110 326 56 80 847 2 51 438 41
Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 227 52 110 326 56 80 847 2 51 438 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 0.97 0.97 0.97 0.97 0.97 0.97
Lanes: 0.00 0.78 0.22 0.22 0.67 0.11 1.00 0.99 0.01 1.00 0.91 0.09
Final Sat.: 0 1447 398 412 1225 212 1753 1840 5 1753 1666 155

Capacity Analysis Module:
Vol/Sat: 0.00 0.16 0.16 0.27 0.27 0.27 0.05 0.46 0.46 0.03 0.26 0.26
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 0.98 0.98 0.98 0.98 0.98 0.62 0.98 0.98 0.98 0.62 0.62
Delay/Veh: 0.0 121 121.1 99.0 99.0 99.0 89.4 71.6 71.6 203.3 41.7 41.7
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: 0.0 121 121.1 99.0 99.0 99.0 89.4 71.6 71.6 203.3 41.7 41.7
HCMZKAng: 0 20 20 32 32 32 5 51 51 5 20 20

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #45 SR-16 / Sunrise
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.870
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.0
 Optimal Cyclic: 94 Level Of Service: D
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected
 Rights: 3 7 7 3 7 7 3 7 7 3 7
 Min. Green: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
 Lanes: 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: 1.04 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
 Added Vol: 0 0 4 19 0 0 0 51 0 4 47 17
 PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 4 329 61 347 831 118 83 528 22 41 301 189
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 4 329 61 347 831 118 83 528 22 41 301 189
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 4 329 61 347 831 118 83 528 22 41 301 189
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 4 329 61 347 831 118 83 528 22 41 301 189
 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
 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 1563 292 1805 1900 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.21 0.21 0.19 0.44 0.07 0.05 0.29 0.01 0.02 0.17 0.12
 Crit Moves: ****
 Green/Cycle: 0.03 0.27 0.27 0.25 0.48 0.56 0.08 0.33 0.36 0.03 0.28 0.52
 Volume/Cap: 0.07 0.78 0.78 0.78 0.91 0.13 0.61 0.91 0.04 0.75 0.61 0.24
 Delay/Veh: 44.7 39.7 39.7 41.9 34.8 9.7 49.3 48.1 19.7 88.1 31.6 12.4
 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: 44.7 39.7 39.7 41.9 34.8 9.7 49.3 48.1 19.7 88.1 31.6 12.4
 HCM2kAv9: 0 12 12 12 26 2 3 19 0 3 8 3

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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]
 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: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0
 Lanes: 0 0 1 0 0 0 0 1 0 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: 1.04 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 2 1 0 0 0 0 48 0 2 44 1
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 19 45 62 10 136 75 111 607 182 104 348 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 75 111 607 182 104 348 19
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 19 45 62 10 136 75 111 607 182 104 348 19
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 XXXX XXXXX 4.2 XXXX XXXXX
 FollowupFlm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 XXXX XXXXX 2.3 XXXX XXXXX
 Capacity Module:
 Conflict Vol: 1591 1495 698 1539 1576 357 367 XXXX XXXXX 789 XXXX XXXXX
 Potent Cap.: 88 124 444 95 111 691 1170 XXXX XXXXX 814 XXXX XXXXX
 Move Cap.: 0 98 444 45 87 691 1170 XXXX XXXXX 814 XXXX XXXXX
 Volume/Cap: XXXX 0.46 0.14 0.23 1.55 0.11 0.09 XXXX XXXX 0.13 XXXX XXXX
 Level of Service Module:
 Queue: XXXXX XXXX XXXXX XXXX XXXXX 0.3 XXXX XXXXX 0.4 XXXX XXXXX
 Stopped Del: XXXXX XXXX XXXXX XXXX XXXXX 8.4 XXXX XXXXX 10.1 XXXX XXXXX
 LOS by Move: * * * * * A * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 SharedQueue: XXXX XXXX XXXX XXXX XXXX 17.7 XXXX XXXX XXXX XXXX XXXX
 Shared StopDel: XXXX XXXX XXXX XXXX XXXX 495 XXXX XXXX XXXX XXXX XXXX
 Shared LOS: * * * * * F * * * * *
 ApproachDel: XXXXXX 495.2 F
 ApproachLOS: F

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) 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): 0.856
 Level Of Service: 34.9
 C

Cycle (sec): 0
 Loss Time (sec): 12 (Y+R = 4 sec)
 Optimal Cycle: 87
 Average Delay (fsec/veh): 34.9

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

Control: Protected Protected Protected Protected
 Rights: Include
 Min. Green: 3 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Lanes: 1 0 1 1 0 7 3 0 7 7 3 0 7 7 3 0 7
 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 1.04 1.04 1.04 1.04 1.04 1.04

Initial Sse: 62 653 43 346 1119 489 268 525 77 55 291 122
 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: 62 653 45 352 1119 489 268 562 77 57 328 128
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 62 653 45 352 1119 489 268 562 77 57 328 128
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 62 653 45 352 1119 489 268 562 77 57 328 128
 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 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 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.: 62 653 45 352 1119 489 268 562 77 57 328 128
 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 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 1.87 0.13 1.00 2.00 1.00 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 3344 230 1805 3610 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:
 Vol/Sat: 0.03 0.20 0.20 0.19 0.31 0.30 0.16 0.31 0.05 0.03 0.18 0.08
 Crit Moves: ****
 Green/Cycle: 0.03 0.23 0.23 0.23 0.42 0.61 0.19 0.37 0.40 0.04 0.22 0.45
 Volume/Cap: 0.99 0.86 0.86 0.86 0.74 0.50 0.84 0.86 0.13 0.85 0.84 0.19
 Delay/Veh: 152.4 41.1 41.1 48.2 23.0 9.9 51.7 36.1 16.5 104.0 47.4 14.7
 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 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 152.4 41.1 41.1 48.2 23.0 9.9 51.7 36.1 16.5 104.0 47.4 14.7
 HCM2KAg: 4 12 12 13 14 8 10 17 1 4 11 2

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Saturday
 PM Peak Hour

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

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Saturday
 PM Peak Hour

Trip Generation Report

Forecast for 2006 Alt B (Ph I) Saturday

Zone #	Subzone	Amount	Units	Rate		Trips		Total # of	
				In	Out	In	Out	In	Out
1	Ione Casino-	1.00	Ione Casino	315.00	315.00	315	315	630	100.0
	Zone 1 subtotal					315	315	630	100.0

 TOTAL 315 315 630 100.0

Existing Plus Approved Plus Project B Phase I (2006) Saturday
Ione Casino
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#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
#28 SR-88 / SR-124									
Base	0	0	0	2	0	108	81	274	0
Added	0	0	0	0	0	88	88	4	0
Total	0	0	0	2	0	196	169	278	0
#29 SR-88 / SR-12 (North)									
Base	0	0	0	58	0	370	361	248	0
Added	0	0	0	0	0	74	74	0	0
Total	0	0	0	58	0	444	435	248	0
#30 SR-88 / SR-12 (South)									
Base	16	560	1	3	418	245	283	1	25
Added	0	49	0	0	48	20	20	0	0
Total	16	609	1	3	467	265	303	1	25
#31 SR-88 / Kettleman									
Base	23	421	4	5	343	81	162	40	21
Added	0	43	0	0	43	6	6	0	0
Total	23	464	4	5	386	87	168	40	21
#32 SR-12 / SR-99 SB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	2	0
Total	0	0	0	0	0	0	0	2	0
#33 SR-12 / SR-99 NB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	18	0	0	0	0	0	2	0
Total	0	18	0	0	0	0	0	2	0
#34 Kettleman / SR-99 SB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	5	0	11	0
Total	0	0	0	0	0	5	0	11	0
#35 Kettleman / SR-99 NB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	5	6
Total	0	0	0	0	0	0	0	5	6

Traffic 7.6-0715 (c) 2003 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE, C

Existing Plus Approved Plus Project B Phase I (2006) Saturday
Ione Casino
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#36 SR-49 / Pleasant Valley									
Base	115	0	182	0	0	0	0	236	124
Added	13	0	150	0	0	0	0	13	50
Total	148	0	332	0	0	0	0	236	174
#37 SR-16 / Ione									
Base	69	0	4	0	0	0	0	228	88
Added	0	0	0	0	0	0	0	112	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	69	0	4	0	0	0	0	336	88
#38 SR-16 / Murietta South Pkwy									
Base	0	1	0	0	0	74	118	313	1
Added	0	0	0	0	0	0	0	111	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	0	1	0	0	0	74	118	420	1
#39 SR-16 / Murietta Pkwy									
Base	84	105	41	27	101	119	145	335	78
Added	0	0	0	0	0	0	0	111	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	84	105	41	27	101	119	145	442	78
#40 SR-16 / Stone House									
Base	0	0	0	50	0	6	5	511	0
Added	0	0	0	0	0	0	0	111	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	0	0	0	50	0	6	5	618	0
#41 SR-16 / Latrobe (Sac)									
Base	7	0	1	1	0	14	11	533	4
Added	0	0	0	0	0	0	0	111	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	7	0	1	1	0	14	11	640	4
#42 SR-16 / Dillard									
Base	84	0	53	0	0	0	0	477	81
Added	0	0	2	0	0	0	0	109	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	84	0	55	0	0	0	0	582	81
#43 SR-16 / Sloughhouse									
Base	0	0	37	0	0	0	0	625	3
Added	0	0	0	0	0	0	0	109	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	0	0	37	0	0	0	0	730	3

Traffic 7.6-0715 (c) 2003 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE, C

Existing Plus Approved Plus Project B Phase I (2006) Saturday
Ione Casino
PM Peak Hour

Existing Plus Approved Plus Project B Phase I (2006) Saturday
Ione Casino
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	68	0	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
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	98	0	11	98	0	218
Added	0	0	0	0	0	0	0	-4	0	0	0	0	-4
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	102	42	28	81	38	19	578	3	63	584	41	1580
#45 SR-16 / Sunrise	6	196	33	234	252	63	54	245	9	32	304	209	1639
Base	0	0	0	0	0	0	0	68	0	6	68	25	198
Added	0	0	0	0	0	0	0	-4	0	0	0	0	-4
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	196	39	259	252	63	54	309	9	38	372	234	1833
#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	64	0	3	64	1	136
Added	0	0	0	0	0	0	0	-4	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	32	30	20	53	69	63	318	53	23	405	8	1096
#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	53	0	3	53	8	128
Added	0	0	0	0	0	0	0	-4	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	52	442	37	168	559	84	101	292	53	46	348	150	2332
#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	135	0	90	450
Added	0	0	0	0	0	0	0	0	0	0	0	0	-9
PassBy	0	-4	0	0	-5	0	0	0	0	0	0	0	-9
Total	0	356	135	90	527	0	0	0	0	135	0	90	1333
#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	450
Added	0	0	0	0	0	0	0	0	0	0	0	0	-7
PassBy	0	-2	0	0	-5	0	0	0	0	0	0	0	-7
Total	0	493	90	0	662	0	0	0	0	0	0	0	1335
#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	225	0	90	225	0	630
Added	0	0	0	0	0	0	0	0	0	0	0	0	630
Total	0	0	0	0	0	0	0	225	0	90	225	0	630

Ione Casino

Existing Plus Approved Plus Project B Phase I (2006) Saturday
PM Peak Hour

Intersection Volume Report
Future Volumes Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	L	--	T	L	--	T	L	--	T
6 SR-49 / Mille	13	224	0	0	160	4	1	0	19	0	0	0
7 SR-49 / Main-	52	160	118	13	143	16	18	39	42	163	81	15
8 SR-49 / Popla	31	380	0	0	392	4	5	0	40	0	0	0
9 SR-49 / Empir	63	381	3	1	428	10	19	0	187	3	2	0
10 SR-49 / SR-16	265	0	121	0	0	0	0	356	171	186	427	0
23 SR-16 / SR-12	10	0	154	0	0	0	0	376	17	137	553	0
24 SR-16 / Latro	0	0	0	0	68	0	4	328	0	0	402	120
25 SR-104 (Prest)	113	164	178	24	149	15	19	22	66	190	50	23
26 SR-104 (Main)	201	6	11	2	3	8	3	162	241	15	197	1
101 SR-49 / PROJ	0	0	0	0	2	0	196	169	278	0	0	323
174 SR-49 / PROJ	0	493	90	0	527	0	0	0	0	135	0	90

Ione Casino

Existing Plus Approved Plus Project B Phase I (2006) 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	9.0	0.000	A	9.3	0.000	+ 0.374 D/V
# 7 SR-49 / Main-Fiddletown	C	18.4	0.000	D	28.0	0.000	+ 9.557 D/V
# 8 SR-49 / Poplar	B	11.0	0.000	B	11.9	0.000	+ 0.866 D/V
# 9 SR-49 / Empire	C	23.9	0.000	D	32.5	0.000	+ 8.584 D/V
# 10 SR-49 / SR-16	E	37.6	0.000	F	225.5	0.000	+187.964 D/V
# 23 SR-16 / SR-124	B	11.3	0.000	B	13.7	0.000	+ 2.427 D/V
# 24 SR-16 / Latrobe (Amador)	B	14.2	0.000	C	18.5	0.000	+ 4.251 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	E	35.6	0.000	F	146.3	0.000	+110.635 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	15.9	0.000	C	24.1	0.000	+ 8.173 D/V
# 28 SR-88 / SR-124	B	11.4	0.000	B	12.7	0.000	+ 1.278 D/V
#101 SR-49 / Project Access	A	0.0	0.000	F	54.8	0.000	+54.762 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	F	50.1	0.000	+50.079 D/V

Existing Plus Approved Plus Project B Phase 1 (2006) Saturday

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)	???	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 B Phase I (2006) Saturday

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

Final Vol.: 14 242 0 0 173 5 1 0 20 0 0 0

ApproachDel: xxxxxx xxxxxx 9.3 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=454}

FAIL - Total volume less than 650 for intersection with less than four approaches.

Existing Plus Approved Plus Project B Phase I (2006) Saturday
Ione Casino
PM Peak Hour

Existing Plus Approved Plus Project B 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	Uncontrolled	Uncontrolled
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1 1 0	0 0 0 0 0
Final Vol.:	33 403 0	0 0 415 4	6 0 42	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	11.9	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=17]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=902]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

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 0 1 1 0 0	0 0 1 1 0 0	0 1 0 0 1	0 0 1 1 0 0
Final Vol.:	53 163 120	13 145 16	18 39 43	166 83 15
ApproachDel:	xxxxxx	xxxxxx	12.9	28.0

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=101]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=875]
 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=2.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=264]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=875]
 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=2.1]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=264]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=875]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project B 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: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0 0
Final Vol.: 70 420 3 1 472 12 21 0 206 3 2 0
ApproachDel: xxxxxx xxxxxx 15.3 32.5
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=226]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1210]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project B 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 Uncontrolled Uncontrolled
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0
Final Vol.: 70 420 3 1 472 12 21 0 206 3 2 0
ApproachDel: xxxxxx xxxxxx 15.3 32.5
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=226]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1210]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Existing Plus Approved Plus Project B Phase I (2006) 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 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Final Vol.: 11 0 167 0 0 0 0 0 407 18 148 598 0
ApproachDel: 13.7 xxxxxx xxxxxx

Approach(northbound) [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=178)
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1350)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project B Phase I (2006) 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 Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0
Final Vol.: 0 0 0 0 72 0 4 347 0 0 0 0 0 0 0 425 127
ApproachDel: xxxxxx 18.5 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=980)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project B Phase I (2006) Saturday
Ione Casino
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 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0
Final Vol.:	126 183 198	27 166 16	21 24 73	212 56 25
ApproachDel:	xxxxxx	xxxxxx	16.1	146.3

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=1127)
 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=11.9)
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: (approach volume=293)
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=4) (total volume=1127)
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Existing Plus Approved Plus Project B Phase I (2006) 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.:	220 7 13	2 3 9	3 177 265	16 216 1
ApproachDel:	24.1	11.6	xxxxxx	xxxxxx

Approach(northbound) [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=239)
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: (approach count=4) (total volume=933)
 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=933)
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase I (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 1 0
Final Vol.: 0 0 0 0 2 0 209 181 297 0 0 345 2
ApproachDel: xxxxxx 12.7 xxxxxx

Approach(southbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1037]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) Saturday
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 1 0 0 0 1
Final Vol.: 0 393 149 99 581 0 0 0 0 0 0 0 0 149 0 99
ApproachDel: xxxxxx xxxxxx

Approach(westbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=3.8]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1470]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
 Existing Plus Approved Plus Project B 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
 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 0 1 0 0 0 0 0 0 1 0 0 0 0 1
 Final Vol.: 0 544 99 0 729 0 0 0 0 0 0 0 0 99 0 0 0
 ApproachDel: xxxxxx xxxxxx
 Approach(westbound) [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=99)
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=3) (total volume=1472)
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Saturday
 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): 0.7 Worst Case Level Of Service: A [9.3]
 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
 Lanes: 1 0 1 0 0 0 0 1 0 0 0 1 0 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 1.04
 Initial Bss: 13 164 0 0 101 4 1 0 19 0 0 0
 Added Vol: 0 64 0 0 64 0 0 0 0 0 0 0
 PassengerVol: 0 -4 0 0 -5 0 0 0 0 0 0 0
 Initial Fut: 13 224 0 0 160 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
 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: 14 242 0 0 173 5 1 0 20 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 14 242 0 0 173 5 1 0 20 0 0 0
 Critical Gap Module:
 Critical Gap: 4.2 xxxxxx xxxxxx xxxxxx 6.4 xxxx 6.2 xxxxxx xxxx xxxx
 FollowupTim: 2.3 xxxx xxxxxx xxxxxx xxxxxx 3.5 xxxxx 3.3 xxxxxx xxxx xxxx
 Capacity Module:
 Conflict Vol: 178 xxxxx xxxxxx xxxxxx xxxxxx 444 xxxxx 175 xxxxx xxxxx xxxxx
 Potential Cap.: 1363 xxxxx xxxxxx xxxxxx xxxxxx 575 xxxxx 873 xxxxx xxxxx xxxxx
 Move Cap.: 1363 xxxxx xxxxxx xxxxxx xxxxxx 571 xxxxx 873 xxxxx xxxxx xxxxx
 Volume/Cap: 0.01 xxxxx xxxxxx xxxxxx xxxxxx 0.00 xxxxx 0.02 xxxxx xxxxx xxxxx
 Level Of Service Module:
 Queue: 0.0 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Stopped Del: 7.7 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 Queue: xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 849 xxxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxx xxxxx
 Shared LOS: * * * * * * * * * * * A * * * * *
 ApproachDel: xxxxxxx xxxxxxx 9.3
 ApproachLOS: A

Ione Casino
Existing Plus Approved Plus Project B Phase I (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): 10.5 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: Uncontrolled Uncontrolled Uncontrolled Uncontrolled Stop Sign Include Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 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: 1.04 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: 12 64 1 0 64 0 0 0 0 12 1 0 0 0
PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0 0 0
Initial Fut: 52 160 118 13 143 16 18 39 42 163 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: 53 163 120 13 145 16 18 39 43 166 83 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 53 163 120 13 145 16 18 39 43 166 83 15

Critical Gap Module:
Critical Gp: 4.2 xxxxx xxxxxx 4.2 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTm: 2.3 xxxxx xxxxxx 2.3 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 161 xxxxx xxxxxx 284 xxxxx xxxxxx 557 568 153 549 516 224
Potential Cap.: 1382 xxxxx xxxxxx 1245 xxxxx xxxxxx 444 435 898 450 466 821
Move Cap.: 1382 xxxxx xxxxxx 1245 xxxxx xxxxxx 360 414 898 382 443 821
Volume/Cap: 0.04 xxxxx xxxxx 0.01 xxxxx xxxxx 0.05 0.10 0.05 0.43 0.19 0.02

Level Of Service Module:
Queue: 0.1 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx 0.2 xxxxxx xxxxx xxxxxx
Stopped Del: 7.7 xxxxx xxxxxx 7.9 xxxxx xxxxxx xxxxxx xxxxx 9.2 xxxxxx xxxxx xxxxxx
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 xxxxx 4.3 xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.3 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 15.7 xxxxx xxxxx 28.0 xxxxx
Shared LOS: * * * * * C * * * * * D * * * * *
ApproachDel: xxxxxx * * * * * 12.9 * * * * * 28.0 * * * * *
ApproachLOS: * * * * * B * * * * * D * * * * *

Ione Casino
Existing Plus Approved Plus Project B Phase I (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): 0.9 Worst Case Level Of Service: B [11.9]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled Stop Sign Include Stop Sign
Rights: 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

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 Bse: 27 306 0 0 319 4 5 0 36 0 0 0
Added Vol: 4 78 0 0 78 0 0 0 4 0 0 0 0
PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0 0 0
Initial Fut: 31 380 0 0 392 4 5 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 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: 33 403 0 0 415 4 6 0 42 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 33 403 0 0 415 4 6 0 42 0 0 0

Critical Gap Module:
Critical Gp: 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 6.4 xxxxx 6.2 xxxxxx xxxxx xxxxxx
FollowUpTm: 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxxx
Capacity Module:
Conflict Vol: 419 xxxxx xxxxxx xxxxx xxxxx xxxxxx 886 xxxxx 417 xxxxx xxxxx xxxxxx
Potential Cap.: 1108 xxxxx xxxxxx xxxxx xxxxx xxxxxx 318 xxxxx 640 xxxxx xxxxx xxxxxx
Move Cap.: 1108 xxxxx xxxxxx xxxxx xxxxx xxxxxx 310 xxxxx 640 xxxxx xxxxx xxxxxx
Volume/Cap: 0.03 xxxxx xxxxx xxxxx xxxxx xxxxxx 0.02 xxxxx 0.07 xxxxx xxxxx xxxxxx

Level Of Service Module:
Queue: 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: 8.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx
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 xxxxx 569 xxxxx xxxxx xxxxxx
Shared Queue: 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxxx
Shrd StpDel: 8.3 xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx 11.9 xxxxxx xxxxx xxxxx xxxxxx
Shared LOS: * * * * * B * * * * * B * * * * *
ApproachDel: xxxxxx * * * * * xxxxxx * * * * * 11.9 * * * * * xxxxxx * * * * *
ApproachLOS: * * * * * B * * * * * B * * * * *

Ione Casino
Existing Plus Approved Plus Project B 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(32.5)
 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 0 0 0 0 1 0 0 0 0 1 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: 9 82 0 0 82 0 0 0 9 0 0 0
 PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0 0
 Initial Fut: 63 381 3 1 428 10 19 0 187 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
 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: 70 420 3 1 472 12 21 0 206 3 2 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 70 420 3 1 472 12 21 0 206 3 2 0
 Critical Gap Module:
 Critical Gp: 4.2 xxxxxx 7.1 xxxxxx 6.2 7.1 6.5 xxxxxx
 FollowUpTrm: 2.3 xxxxxx 3.5 xxxxxx 3.3 3.5 4.0 xxxxxx

Capacity Module:
 Conflict Vol: 483 xxxxxx 1042 xxxxxx 478 1144 1047 xxxxxx
 Potent Cap.: 1049 xxxxxx 1104 xxxxxx 209 xxxxxx 592 179 210 xxxxxx
 Move Cap.: 1049 xxxxxx 1104 xxxxxx 197 xxxxxx 592 110 214 xxxxxx
 Volume/Cap: 0.07 xxxxxx 0.90 xxxxxx 0.11 xxxxxx 0.35 0.03 0.01 xxxxxx
 Level of Service Module:
 Queue: 0.2 xxxxxx 8.7 xxxxxx 8.3 xxxxxx 14.3 xxxxxx 14.3 xxxxxx
 Stopped Del: 8.7 xxxxxx 8.3 xxxxxx 14.3 xxxxxx 14.3 xxxxxx 14.3 xxxxxx
 LOS by Move: A * A * A * B *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxxx xxxxxx xxxxxx 197 xxxxxx 137 xxxxxx
 Shared Queue: xxxxxx xxxxxx xxxxxx 0.3 xxxxxx 0.1 xxxxxx
 Shrd StpDel: xxxxxx xxxxxx xxxxxx 25.5 xxxxxx 32.5 xxxxxx
 Shared LOS: * * * * * D * D * D *
 ApproachDel: xxxxxx * * * * * 15.3 C 32.5 D
 ApproachLOS: * * * * * xxxxxx * * * * *

Ione Casino
Existing Plus Approved Plus Project B 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): 58.1 Worst Case Level of Service: F(225.5)
 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 Channel
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 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
 Initial Bse: 265 0 105 0 0 0 0 0 151 171 175 218 0
 Added Vol: 0 0 16 0 0 0 0 0 209 0 16 209 0
 PasserByVol: 0 0 0 0 0 0 0 0 -4 0 -5 0 0
 Initial Fut: 265 0 121 0 0 0 0 0 356 171 186 427 0
 User Adj: 1.00 1.00 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: 273 0 125 0 0 0 0 0 367 176 192 440 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 273 0 125 0 0 0 0 0 367 176 192 440 0
 Critical Gap Module:
 Critical Gp: 6.5 xxxxxx 6.3 xxxxxx xxxxxx xxxxxx xxxxxx 4.2 xxxxxx
 FollowUpTrm: 3.6 xxxxxx 3.4 xxxxxx xxxxxx xxxxxx xxxxxx 2.3 xxxxxx

Capacity Module:
 Conflict Vol: 1191 xxxxxx 367 xxxxxx xxxxxx xxxxxx 367 xxxxxx
 Potent Cap.: 201 xxxxxx 665 xxxxxx xxxxxx xxxxxx 1159 xxxxxx
 Move Cap.: 176 xxxxxx 665 xxxxxx xxxxxx xxxxxx 1159 xxxxxx
 Volume/Cap: 1.56 xxxxxx 0.19 xxxxxx xxxxxx xxxxxx 0.17 xxxxxx
 Level of Service Module:
 Queue: 17.9 xxxxxx 0.7 xxxxxx xxxxxx xxxxxx xxxxxx 0.6 xxxxxx
 Stopped Del: 323.5 xxxxxx 11.7 xxxxxx xxxxxx xxxxxx xxxxxx 8.7 xxxxxx
 LOS by Move: F * B * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: * * * * * * * * * * *
 ApproachDel: * * * * * xxxxxx * * * * *
 ApproachLOS: * * * * * xxxxxx * * * * *

Existing Plus Approved Plus Project B Phase 1 (2006) Saturday
PM Peak Hour
Ione Casino

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

Average Delay (sec/veh): 2.8 Worst Case Level of Service: B [13.7]

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 Channel Uncontrolled Uncontrolled
Rights: Include Include Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Table with 10 columns: Base Vol., Growth Adj., Initial Base, Added Vol., PasserByVol., Initial Fut., User Adj., PHF Adj., PHF Volume, Reduct Vol., Final Vol., Critical Gap Module, Critical Gp, FollowUpTim, Capacity Module, Conflict Vol., Potent Cap., Move Cap., Volume/Cap., Level of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

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 [18.5]

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 Channel Uncontrolled Uncontrolled
Rights: Include Include Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0

Volume Module:

Table with 10 columns: Base Vol., Growth Adj., Initial Base, Added Vol., PasserByVol., Initial Fut., User Adj., PHF Adj., PHF Volume, Reduct Vol., Final Vol., Critical Gap Module, Critical Gp, FollowUpTim, Capacity Module, Conflict Vol., Potent Cap., Move Cap., Volume/Cap., Level of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

Existing Plus Approved Plus Project B Phase 1 (2006) Saturday
PM Peak Hour
Ione Casino

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

Average Delay (sec/veh): 2.8 Worst Case Level of Service: B [13.7]

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 Channel Uncontrolled Uncontrolled
Rights: Include Include Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Table with 10 columns: Base Vol., Growth Adj., Initial Base, Added Vol., PasserByVol., Initial Fut., User Adj., PHF Adj., PHF Volume, Reduct Vol., Final Vol., Critical Gap Module, Critical Gp, FollowUpTim, Capacity Module, Conflict Vol., Potent Cap., Move Cap., Volume/Cap., Level of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

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 [18.5]

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 Channel Uncontrolled Uncontrolled
Rights: Include Include Include Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0

Volume Module:

Table with 10 columns: Base Vol., Growth Adj., Initial Base, Added Vol., PasserByVol., Initial Fut., User Adj., PHF Adj., PHF Volume, Reduct Vol., Final Vol., Critical Gap Module, Critical Gp, FollowUpTim, Capacity Module, Conflict Vol., Potent Cap., Move Cap., Volume/Cap., Level of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

Ione Casino
Existing Plus Approved Plus Project B 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): 6.5 Worst Case Level of Service: C (2.1)
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 Include Uncontrolled Include
Rights: Include Uncontrolled 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:	103	6	11	2	3	8	3	154	142	14	188	1
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:	93	0	0	0	0	0	0	1	93	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	6	11	2	3	8	3	162	241	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:	220	7	13	2	3	9	3	177	265	16	216	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	220	7	13	2	3	9	3	177	265	16	216	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
FollowUpPrm:	3.5	4.0	3.3	3.5	4.0	3.3	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	572	566	310	575	698	217	218	xxxx	xxxxx	442	xxxx	xxxxx
Potent Cap.:	429	723	424	361	815	1329	xxxx	xxxxx	xxxxx	1097	xxxx	xxxxx
Move Cap.:	413	422	723	406	354	815	1329	xxxx	xxxxx	1097	xxxx	xxxxx
Volume/Cap:	0.53	0.02	0.02	0.01	0.01	0.01	0.00	xxxx	xxxxx	0.01	xxxx	xxxxx
Level of Service Module:												
Queue:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Stopped Del:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	8.3	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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	423	xxxxx	xxxx	560	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxxx	3.4	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd StpDel:	xxxxxx	24.1	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	xxxxxx	A	xxxxxx	A	xxxxxx	A	xxxxxx	A	xxxxxx	A	xxxxxx	A
ApproachDel:	24.1	11.6	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	C	B	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx

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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)
Average Delay (sec/veh): 40.8 Worst Case Level of Service: F (146.3)
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 Uncontrolled Include Uncontrolled Include
Rights: Include Uncontrolled Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0

Volume Module:	108	157	80	20	143	14	18	21	63	92	48	19
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	94	3	0	0	0	0	0	94	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	164	178	24	149	15	19	22	66	190	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	198	27	166	16	21	24	73	212	56	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	126	183	198	27	166	16	21	24	73	212	56	25
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
FollowUpPrm:	2.3	xxxx	xxxxx	2.3	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	183	xxxx	xxxxx	380	xxxx	xxxxx	801	859	174	809	769	281
Potent Cap.:	1369	xxxx	xxxxx	1157	xxxx	xxxxx	305	296	874	295	328	750
Move Cap.:	1369	xxxx	xxxxx	1157	xxxx	xxxxx	229	261	874	228	289	750
Volume/Cap:	0.09	xxxx	xxxxx	0.02	xxxx	xxxxx	0.09	0.09	0.08	0.93	0.19	0.03
Level of Service Module:												
Queue:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
Stopped Del:	7.9	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	441	xxxxx	xxxx	254	xxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	13.2	xxxxx	xxxxx
Shrd StpDel:	xxxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	16.1	xxxxx	xxxxx	146	xxxxx	xxxxx
Shared LOS:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	C	xxxxxx	xxxxxx	F	xxxxxx	xxxxxx
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	16.1	xxxxxx	xxxxxx	146.3	xxxxxx	xxxxxx
ApproachLOS:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	C	xxxxxx	xxxxxx	F	xxxxxx	xxxxxx

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

Intersection #101 SR-49 / Project Access
Average Delay (sec/veh): 9.9 Worst Case Level Of Service: F [54.8]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled
Rights: Include
Lanes: 0 0 1 0 0 0 1 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: 1.04 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

Critical Gap Module:
Critical Gap: xxxxxx
Followup Time: xxxxxx
Capacity Module:
Conflict Vol: xxxxxx
Potential Cap.: xxxxxx
Volume/Cap.: xxxxxx

Level Of Service Module:
Queue: xxxxxx
Stopped Del: xxxxxx
LOS by Move:
Movement:
Shared Queue:
Shrd StpDel:
Shared LOS:
ApproachDel:
ApproachLOS:

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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
Rights: 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 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

Critical Gap Module:
Critical Gap: xxxxxx
Followup Time: xxxxxx
Capacity Module:
Conflict Vol: xxxxxx
Potential Cap.: xxxxxx
Volume/Cap.: xxxxxx

Level Of Service Module:
Queue: xxxxxx
Stopped Del: xxxxxx
LOS by Move:
Movement:
Shared Queue:
Shrd StpDel:
Shared LOS:
ApproachDel:
ApproachLOS:

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #174 SR-49 / Project Service Access *****

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: F [50.1] *****

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - P 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 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 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
Initial Bse: 0 360 0 0 532 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol.: 0 135 90 0 135 0 0 0 0 0 0 0 0 90 0 0 0 0 0
PasserByVol: 0 -2 0 0 -5 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 493 90 0 662 0 0 0 0 0 0 0 0 90 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
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: 0 544 99 0 729 0 0 0 0 0 0 0 0 99 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.: 0 544 99 0 729 0 0 0 0 0 0 0 0 99 0 0 0 0 0

Critical Gap Module:

Critical Gp:xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.4 xxxx xxxx

Followuprim:xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.5 xxxx xxxx

|-----|

Capacity Module:

Conflict Vol: xxxx xxxx xxxx xxxx xxxx xxxx 1323 xxxx xxxx

Potent Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 174 xxxx xxxx

Move Cap.: xxxx xxxx xxxx xxxx xxxx xxxx 174 xxxx xxxx

Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxx 0.57 xxxx xxxx

|-----|

Level Of Service Module:

Queue: xxxx xxxx xxxx xxxx xxxx xxxx 3.0 xxxx xxxx

Stopped Del:xxxx xxxx xxxx xxxx xxxx xxxx 50.1 xxxx xxxx

LOS by Move: * * * * * * * * * * * * * * * F * * *

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

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: *

ApproachDel: xxxxxx * xxxxxx * xxxxxx * 50.1

ApproachLOS: * F

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

Average Delay (sec/veh): 5.4 Worst Case Level of Service: C [19.8]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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

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
Initial Bse: 108 6 11 2 3 8 3 161 148 15 196 1
Added Vol: 93 0 0 0 0 0 0 1 93 0 1 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 201 6 11 2 3 8 3 162 241 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: 201 6 11 2 3 8 3 162 241 15 197 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 201 6 11 2 3 8 3 162 241 15 197 1
Critical Gap Module:
Critical Gp: 7.2 6.6 6.3 4.2 4.2 4.2 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 3.3 3.3 3.3 3.3

Capacity Module:
Conflict Vol: 522 516 283 525 637 198 198 198 403 403 403
Potential Cap.: 461 458 749 459 591 836 1350 1350 1134 1134 1134
Move Cap.: 448 451 749 442 585 836 1350 1350 1134 1134 1134
Volume/Cap: 0.45 0.01 0.02 0.00 0.01 0.01 0.00 0.00 0.01 0.01 0.01
Level of Service Module:
Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.0 xxxxxx xxxxxx
Stopped Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 7.7 xxxxxx xxxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx 458 xxxxxx xxx 594 xxxxxx xxx 836 xxxxxx xxx 1134 xxxxxx
SharedQueue: xxxxxx 2.5 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx 19.8 xxxxxx xxxxxx 11.2 xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * C * * * * * B * * * * *
ApproachDel: 19.8 * * * * * 11.2 * * * * *
ApproachLOS: C C B B xxxxxxxx xxxxxxxx

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

Volume Module:
Base Vol: 0 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
Initial Bse: 0 0 0 0 2 0 108 81 274 0 0 319 2
Added Vol: 0 0 0 0 0 0 88 88 4 0 0 4 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 2 0 196 169 278 0 0 323 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 0 196 169 278 0 0 323 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 2 0 196 169 278 0 0 323 2
Critical Gap Module:
Critical Gp: xxxxxx xxxxxx xxxxxx 6.5 xxxxxx 6.3 4.2 xxxxxx xxxxxx xxxxxx
FollowupTm: xxxxxx xxxxxx xxxxxx 3.6 xxxxxx 3.4 2.3 xxxxxx xxxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxxx xxxxxx xxxxxx 940 xxxxxx 324 325 xxxxxx xxxxxx
Potential Cap.: xxxxxx xxxxxx xxxxxx 285 xxxxxx 704 1207 xxxxxx xxxxxx
Move Cap.: xxxxxx xxxxxx xxxxxx 255 xxxxxx 704 1207 xxxxxx xxxxxx
Volume/Cap: xxxxxx xxxxxx xxxxxx 0.01 xxxxxx 0.28 0.14 xxxxxx xxxxxx
Level of Service Module:
Queue: xxxxxx xxxxxx xxxxxx 0.0 xxxxxx 1.1 0.5 xxxxxx xxxxxx
Stopped Del: xxxxxx xxxxxx xxxxxx 19.3 xxxxxx 12.1 8.5 xxxxxx xxxxxx
LOS by Move: * * * * * C * * * * * B * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: *
ApproachDel: xxxxxx * * * * * 12.1 * * * * *
ApproachLOS: * * * * * B * * * * * xxxxxxxx

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Average Delay (sec/veh): 68.3 Worst Case Level Of Service: F(350.7)
 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
 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: 15 536 1 3 400 235 271 1 24 1 0 3
 Growth Adj: 1.04
 Initial Bse: 16 560 1 3 418 245 283 1 25 1 0 3
 Added Vol: 0 49 0 0 49 20 20 0 0 0 0 0
 PasserByVol: 0
 Initial Fut: 16 609 1 3 467 265 303 1 25 1 0 3
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 16 609 1 3 467 265 303 1 25 1 0 3
 Reduct Vol: 0
 Final Vol.: 16 609 1 3 467 265 303 1 25 1 0 3

Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxxx 4.2 xxxxx xxxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2
 FollowUpTime: 2.2 xxxxx xxxxxx 2.3 xxxxx xxxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3

Capacity Module:
 Conflict Vol: 467 xxxxx xxxxxx 610 xxxxx xxxxxx 1115 1114 467 1260 xxxxx 609
 Potent Cap.: 1105 xxxxx xxxxxx 950 xxxxx xxxxxx 183 206 592 146 xxxxx 491
 Move Cap.: 1105 xxxxx xxxxxx 950 xxxxx xxxxxx 180 203 592 137 xxxxx 491
 Volume/Cap: 0.01 xxxxx xxxxx 0.00 xxxxx xxxxx 1.69 0.01 0.04 0.01 xxxxx 0.01

Level Of Service Module:
 Queue: 0.0 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
 Stopped Del: 8.3 xxxxx xxxxxx 8.8 xxxxx xxxxxx xxxxx xxxxx 11.4 xxxxx xxxxx xxxxx
 LOS by Move: A A A A A A A A A A B B
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 299 xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 21.0 xxxxx xxxxx xxxxx 0.0 xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 378.7 xxxxx xxxxx xxxxx 17.2 xxxxx
 Shared LOS: F F F F F F F F F F F F C C
 ApproachDel: xxxxxx xxxxxx 350.7 17.2
 ApproachLOS: C C

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)
 Average Delay (sec/veh): 10.7 Worst Case Level Of Service: C(24.0)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Uncontrolled Uncontrolled
 Rights: Include Channel Include
 Lanes: 0 0 0 0 1 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 74 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 58 0 444 435 248 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 0 444 435 248 0 0 266 63
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 58 0 444 435 248 0 0 266 63

Critical Gap Module:
 Critical Gap: 6.5 xxxxx 6.3 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxx
 FollowUpTime: 3.6 xxxxx 3.4 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxx

Capacity Module:
 Conflict Vol: 1416 xxxxx 298 329 xxxxx xxxxxx xxxxx xxxxx xxxxx
 Potent Cap.: 147 xxxxx 728 1219 xxxxx xxxxxx xxxxx xxxxx xxxxx
 Move Cap.: 106 xxxxx 728 1219 xxxxx xxxxxx xxxxx xxxxx xxxxx
 Volume/Cap: 0.55 xxxxx xxxxx 0.61 0.36 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
 Queue: xxxxx xxxxx xxxxxx 2.6 xxxxx 4.2 1.6 xxxxx xxxxx xxxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxxx 74.5 xxxxx 17.4 9.6 xxxxx xxxxx xxxxx xxxxx
 LOS by Move: F C 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 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: C C C C C C C C C C C C
 ApproachDel: xxxxxx 24.0 xxxxxx xxxxxx
 ApproachLOS: C C C C C C C C C C C C

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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): 0.607
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
 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
 Min. Green: 0 0 1 0

Volume Module:
 Base Vol.: 129 0 174 0 0 0 0 226 119 138 192 0
 Growth Adj.: 1.04
 Initial Bse: 135 0 182 0 0 0 0 236 124 144 201 0
 Added Vol.: 13 0 50
 PasserByVol.: 0
 Initial Fut.: 148 0 232 0 0 0 0 236 137 194 201 0
 User Adj.: 1.00
 PHF Adj.: 1.00
 PHF Volume: 148 0 232 0 0 0 0 236 137 194 201 0
 Reduct Vol.: 0
 Reduced Vol.: 148 0 232 0 0 0 0 236 137 194 201 0
 PCE Adj.: 1.00
 MLF Adj.: 1.00
 Final Vol.: 148 0 232 0 0 0 0 236 137 194 201 0

Saturation Flow Module:
 Sat/Lane: 1.00
 Adjustment: 1.00
 Lanes: 0.39 0.00 0.61 0.00 0.00 0.00 0.00 0.63 0.37 0.00 0.00 0.37 1.00 1.00 0.00 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.: 243 0 382 0 0 0 0 0 408 237 533 576 0

Capacity Analysis Module:
 Vol/Sat: 0.61 xxxxx 0.61 xxxxx xxxxx xxxxx 0.58 0.58 0.36 0.35 xxxxx
 Crit Moves: *****
 Delay/Veh: 16.0 0.0 16.0 0.0 0.0 0.0 0.0 15.1 12.8 11.8 0.0
 Delay/Cycle: 1.00
 Volume/Cap: 0.18 0.89 0.89 0.89 0.93 0.93 0.76 0.76 0.20 0.20 0.20
 Delay/Veh: 18.6 31.4 31.4 17.8 37.5 37.5 27.0 27.0 14.9 14.9 14.9
 User DelAdj: 1.00
 AdjDel/Veh: 18.6 31.4 31.4 17.8 37.5 37.5 27.0 27.0 14.9 14.9 14.9
 HCM2KAVG: 0 10 10 0 11 11 5 5 5 5 1 1 1

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

Intersection #31 SR-98 / Kettleman
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.8
 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 Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 3 7 7 3 7

Volume Module:
 Base Vol.: 22 403 4 5 328 78 155 38 20 9 48 3
 Growth Adj.: 1.04
 Initial Bse: 23 421 4 5 343 81 162 40 21 9 50 3
 Added Vol.: 0 43 0 0 43 6 6 0
 PasserByVol.: 0
 Initial Fut.: 23 464 4 5 386 87 168 40 21 9 50 3
 User Adj.: 1.00
 PHF Adj.: 1.00
 PHF Volume: 23 464 4 5 386 87 168 40 21 9 50 3
 Reduct Vol.: 0
 Reduced Vol.: 23 464 4 5 386 87 168 40 21 9 50 3
 PCE Adj.: 1.00
 MLF Adj.: 1.00
 Final Vol.: 23 464 4 5 386 87 168 40 21 9 50 3

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 0.96 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 1420 322 1293 306 161 273 1455 91

Capacity Analysis Module:
 Vol/Sat: 0.01 0.26 0.26 0.00 0.27 0.27 0.13 0.13 0.13 0.03 0.03 0.03 0.03 0.03
 Crit Moves: *****
 Green/Cycle: 0.07 0.29 0.29 0.07 0.29 0.29 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17
 Volume/Cap: 0.18 0.89 0.89 0.04 0.93 0.93 0.76 0.76 0.76 0.76 0.20 0.20 0.20 0.20
 Delay/Veh: 18.6 31.4 31.4 17.8 37.5 37.5 27.0 27.0 27.0 27.0 14.9 14.9 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 1.00 1.00
 AdjDel/Veh: 18.6 31.4 31.4 17.8 37.5 37.5 27.0 27.0 27.0 27.0 14.9 14.9 14.9 14.9
 HCM2KAVG: 0 10 10 0 11 11 5 5 5 5 1 1 1

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #37 SR-16 / Ione
 Average Delay (sec/veh): 1.4 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 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

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 0 0 0 0 0 228 88 3 276 0
 Added Vol: 0 0 0 0 0 0 0 112 0 0 112 0
 PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0
 Initial Fut: 69 0 4 0 0 0 0 336 88 3 388 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 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 0 336 88 3 388 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 69 0 4 0 0 0 0 336 88 3 388 0
 Critical Gap Module:
 Critical Gap: 6.4 xxx
 Followupfrim: 3.5 xxx

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): 0.484
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.5
 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
 Lanes: 0 0 1 0 0 0 1 0 0 1 1 0 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: 1.04 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 1 0 3 0 74 118 313 1 0 348 17
 Added Vol: 0 0 0 0 0 0 0 111 0 0 111 0
 PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0
 Initial Fut: 0 1 0 3 0 74 118 420 1 0 459 17
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 1 0 3 0 74 118 420 1 0 459 17
 Reduced Vol: 0 1 0 3 0 74 118 420 1 0 459 17
 Final Vol: 0 1 0 3 0 74 118 420 1 0 459 17
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.80 1.00 0.85 0.92 0.97 0.97 1.00 0.97 0.97
 Lanes: 0.00 1.00 0.00 1.00 0.00 1.00 1.00 1.00 0.01 1.00 0.96 0.04
 Final Sat.: 0 1900 0 1520 0 1615 1753 1840 5 1900 1771 65
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.05 0.07 0.23 0.23 0.00 0.26 0.26
 Crit Moves: ****
 Green/Cycle: 0.00 0.18 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 0.01 0.00 0.16 0.63 0.46 0.46 0.00 0.66 0.66
 Delay/Veh: 0.0 9.5 0.0 9.5 0.0 7.7 18.6 4.9 4.9 0.0 9.2 9.2
 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 9.5 0.0 9.5 0.0 7.7 18.6 4.9 4.9 0.0 9.2 9.2
 HCM2kAvg: 0 0 0 0 0 0 1 2 3 0 5 5

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

Cycle (sec): 0 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.1
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 Protected
Rights: 3 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: 1.04 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 0 111 0 0 111 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 84 105 41 27 101 119 145 442 78 37 470 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 27 101 119 145 442 78 37 470 23
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
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.: 84 105 41 27 101 119 145 442 78 37 470 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 0.92 0.87 0.83 0.92 0.96 0.96 0.96 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 1747 85

Capacity Analysis Module:
Vol/Sat: 0.05 0.06 0.03 0.02 0.05 0.07 0.08 0.24 0.05 0.02 0.27 0.27
Crit Moves: ****
Green/Cycle: 0.07 0.17 0.24 0.07 0.17 0.28 0.11 0.40 0.48 0.07 0.36 0.36
Volume/Cap: 0.55 0.33 0.11 0.21 0.32 0.26 0.74 0.59 0.10 0.29 0.74 0.74
Delay/Veh: 30.0 16.1 12.6 19.2 16.0 12.1 31.9 11.1 6.1 19.8 16.0 16.0
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: 30.0 16.1 12.6 19.2 16.0 12.1 31.9 11.1 6.1 19.8 16.0 16.0
HCM2AVG: 2 0 1 2 1 4 5 1 1 8 8

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 (29.4)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0
Lanes: 0 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 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 0 50 0 6 5 511 0 0 519 34
Added Vol: 0 0 0 0 0 0 0 0 111 0 0 111 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 50 0 6 5 618 0 0 630 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 0 50 0 6 5 618 0 0 630 34
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 0 50 0 6 5 618 0 0 630 34
Critical Gap Module:
Critical Gap: 6.4 6.2 4.1 3.3 4.1 3.3 3.3 3.3 3.3 3.3 3.3 3.3
FollowUpTime: 3.5 3.3 2.2 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3
Capacity Module:
Conflict Vol: 665 647 665 647 665 647 665 647 665 647 665 647
Potent Cap: 186 474 186 474 186 474 186 474 186 474 186 474
Move Cap: 185 474 185 474 185 474 185 474 185 474 185 474
Volume/Cap: 0.27 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: 11.5 12.7 8.9 12.7 8.9 12.7 8.9 12.7 8.9 12.7 8.9 12.7
Stopped Del: 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5
LOS by Move: D A B A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 186 474 186 474 186 474 186 474 186 474 186 474
SharedQueue: 186 474 186 474 186 474 186 474 186 474 186 474
Shrd StpDel: 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5 31.5
Shared LOS: * * * * *
ApproachDel: 29.4 D
ApproachLOS: * * * * *

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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 (32.0)

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 (32.0)

Approach: North Bound South Bound East Bound West Bound
Control: Stop sign Stop sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0

Approach: North Bound South Bound East Bound West Bound
Control: Stop sign Stop sign Uncontrolled Uncontrolled
Lanes: 0 1 0 0 1 0 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: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Volume Module:
Base Vol: 7 0 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

Level of Service Module:
Queue: xxxxx xxx 0.0 xxxxx xxx 0.1 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxx 12.6 xxxxx xxx 12.8 8.9 xxxxx xxxxx 8.9 xxxxx xxxxx

Level of Service Module:
Queue: xxxxx xxx 0.0 xxxxx xxx 0.1 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxx 12.6 xxxxx xxx 12.8 8.9 xxxxx xxxxx 8.9 xxxxx xxxxx

Ione Casino
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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): 0.689

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.7

Optimal Cycle: 47 Level Of 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: Split Phase Split Phase Protected Protected

Rights: Include Include Protected Protected

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

Volume Module: 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 11 0 0 0 0 0 98 0 11 98 0 0

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

User Adj: 1 102 42 28 81 38 19 578 3 63 584 41

PHF Adj: 1.00 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 42 28 81 38 19 578 3 63 584 41

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

Reduced Vol: 1 102 42 28 81 38 19 578 3 63 584 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 42 28 81 38 19 578 3 63 584 41

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

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

Lanes: 0.01 0.70 0.29 0.19 0.55 0.26 1.00 0.99 0.01 1.00 0.93 0.07

Final Sat.: 13 1282 530 348 1006 464 1753 1833 10 1753 1707 119

Capacity Analysis Module: 0.08 0.08 0.08 0.01 0.32 0.32 0.04 0.34

Vol/Sat: 0.08 0.08 0.08 0.01 0.32 0.32 0.04 0.34

Crit Moves: 0.15 0.15 0.15 0.15 0.15 0.15 0.06 0.38 0.38 0.06 0.38 0.38

Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.54 0.17 0.82 0.82 0.17 0.82 0.82

Volume/Cap: 20.6 20.6 20.6 20.8 20.8 20.8 21.5 20.8 20.8 21.5 20.8 20.8

Delay/Veh: 20.6 20.6 20.6 20.8 20.8 20.8 21.5 20.8 20.8 21.5 20.8 20.8

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: 20.6 20.6 20.6 20.8 20.8 20.8 21.5 20.8 20.8 21.5 20.8 20.8

HCZKAVG: 3 3 3 3 3 3 0 11 11 2 13 13

Ione Casino
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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: 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: Include Include Include Include

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

Volume Module: 0 0 35 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

Initial Bse: 0 0 37 0 0 0 0 625 3 30 602 0

Added Vol: 0 0 0 0 0 0 0 109 0 0 109 0

PasserbyVol: 0 0 0 0 0 0 0 -4 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 37 0 0 0 0 730 3 30 711 0

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

Final Vol.: 0 0 37 0 0 0 0 730 3 30 711 0

Critical Gap Module: 6.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 4.1 xxxxxx xxxxxx

Critical Gp: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 2.2 xxxxxx xxxxxx

FollowUpTim: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module: 731 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 733 xxxxxx xxxxxx

Conflict Vol: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 867 xxxxxx xxxxxx

Potent Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 867 xxxxxx xxxxxx

Move Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.03 xxxxxx xxxxxx

Volume/Cap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module: 0.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxxx

Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 9.3 xxxxxx xxxxxx

Stopped Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

LOS by Move: A B A

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

Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

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: 14.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: B

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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #45 SR-16 / Sunrise
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.685
 Loss Time (sec): 12 (Y-R = 4 sec) Average Delay (sec/veh): 17.7
 Optimal Cycle: 47 Level of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 3 7 7 3 7 7 3 7 7 3 7 7
 Min. Green: 1 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 6 25 0 0 0 0 0 0 6 68 25
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 6 196 39 259 252 63 54 309 9 38 372 234
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 6 196 39 259 252 63 54 309 9 38 372 234
 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
 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 39 259 252 63 54 309 9 38 372 234
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj/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 0.83 0.17 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1543 310 1805 1900 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.13 0.13 0.14 0.13 0.04 0.03 0.17 0.01 0.02 0.21 0.15
 Crit Moves: ****
 Green/Cycle: 0.12 0.18 0.18 0.20 0.27 0.33 0.06 0.30 0.41 0.06 0.30 0.50
 Volume/Cap: 0.03 0.70 0.70 0.70 0.49 0.12 0.50 0.58 0.02 0.35 0.70 0.31
 Delay/Veh: 18.5 24.6 24.6 23.4 15.2 11.0 24.9 15.8 8.2 23.0 19.0 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: 18.5 24.6 24.6 23.4 15.2 11.0 24.9 15.8 8.2 23.0 19.0 7.2
 HCM2KAVG: 0 5 5 4 1 2 5 0 1 6 2

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior
 Average Delay (sec/veh): 5.6 Worst Case Level of Service: C(24.0)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: 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: 1.04 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 0 64 0 3 64 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 22 32 30 20 53 69 63 318 53 23 405 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 63 318 53 23 405 8
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 22 32 30 20 53 69 63 318 53 23 405 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
 FollowUpTime: 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: 985 928 345 956 951 409 413 413 413 413 413 413
 Potential Cap.: 229 270 703 240 262 647 1125 1125 1125 1125 1125 1125
 Move Cap.: 161 250 703 195 242 647 1125 1125 1125 1125 1125 1125
 Volume/Cap: 0.14 0.13 0.04 0.10 0.22 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 8.4 xxxxx xxxxxx 8.2 xxxxx xxxxxx
 LOS by Move: * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 SharedQueue: xxxxx 273 xxxxx xxxxx 332 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedDel: xxxxx 24.0 xxxxx xxxxx 23.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: 24.0 23.7
 ApproachLOS: C C

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Saturday
 PM Peak Hour

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

```

*****
Intersection #47 SR-16 / Bradshaw
*****
Cycle (sec): 0 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
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: Include Protected Ovl Protected Protected
Min. Green: 3 0 1 0 1 0 2 0 1 1 0 1 0 1 1 0 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 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
Added Vol: 0 0 3 8 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 52 442 37 168 559 84 101 292 53 46 348 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Volume: 52 442 37 168 559 84 101 292 53 46 348 150
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 52 442 37 168 559 84 101 292 53 46 348 150
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.: 52 442 37 168 559 84 101 292 53 46 348 150
-----
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 1.84 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 0.16 0.03 0.03 0.19 0.10
Crit Moves: ****
Green/Cycle: 0.10 0.20 0.20 0.14 0.24 0.13 0.09 0.32 0.42 0.07 0.29 0.43
Volume/Cap: 0.28 0.66 0.66 0.66 0.64 0.16 0.66 0.52 0.08 0.39 0.66 0.23
Delay/Veh: 19.0 18.4 18.4 24.3 16.7 10.5 29.6 13.2 7.8 21.8 16.8 8.0
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: 19.0 18.4 18.4 24.3 16.7 10.5 29.6 13.2 7.8 21.8 16.8 8.0
HCMZNAVg: 1 4 4 5 1 3 4 0 1 6
*****
    
```

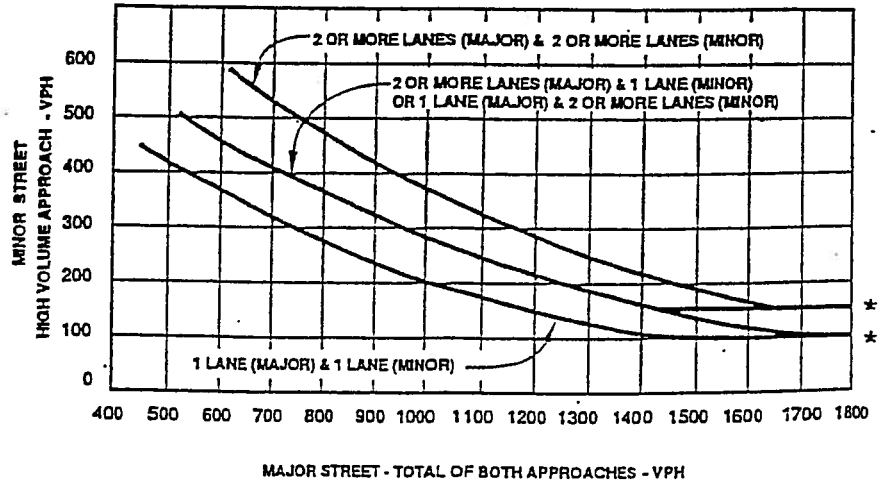
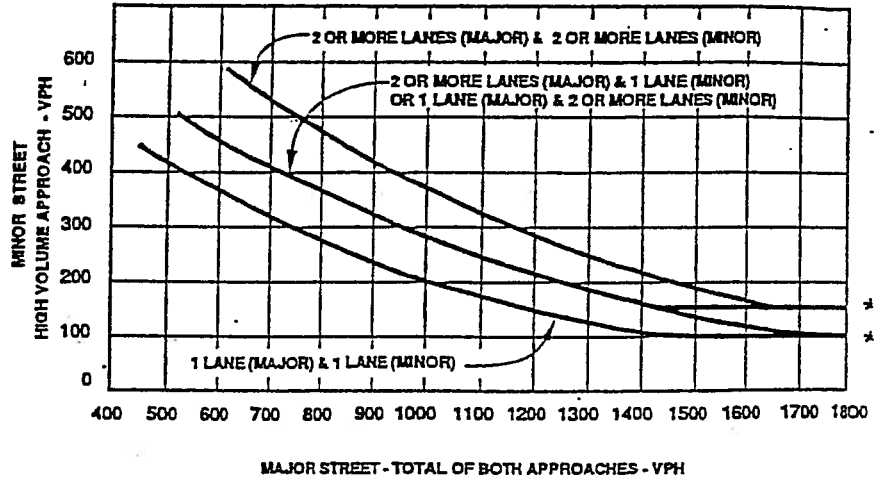
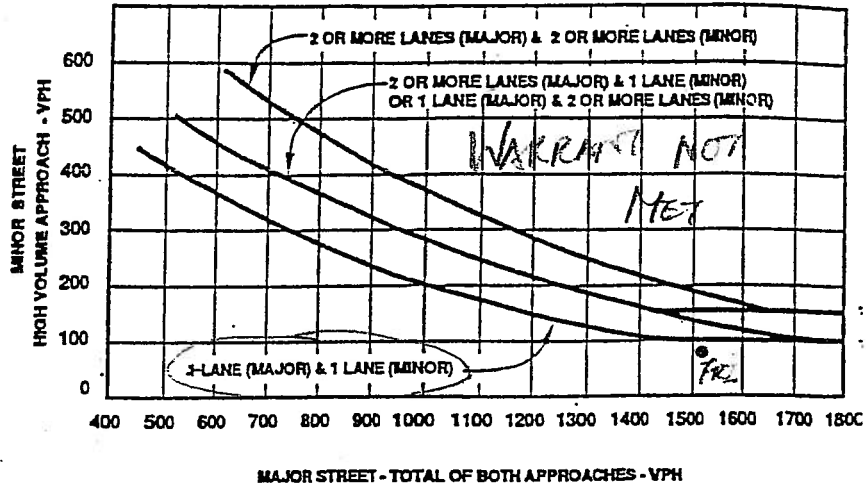

APPENDIX L

**Intersection Operations Calculations 2006 EPAP
Plus Alternative B Phase 1 with Mitigation Measures**

2006 + ALT. B P.I.

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

18 SR 16 / STORE HOUSE
 1523 ← →
 ↓ 75
 FRI

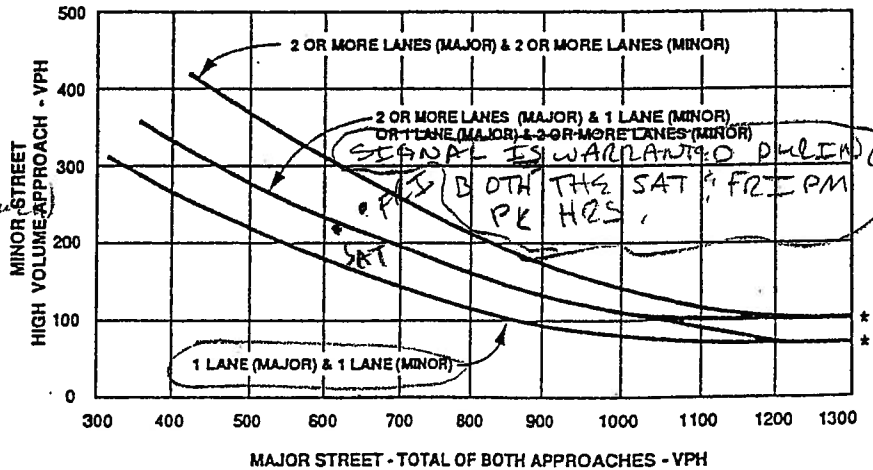
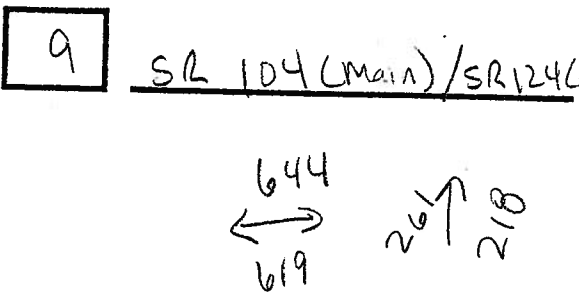
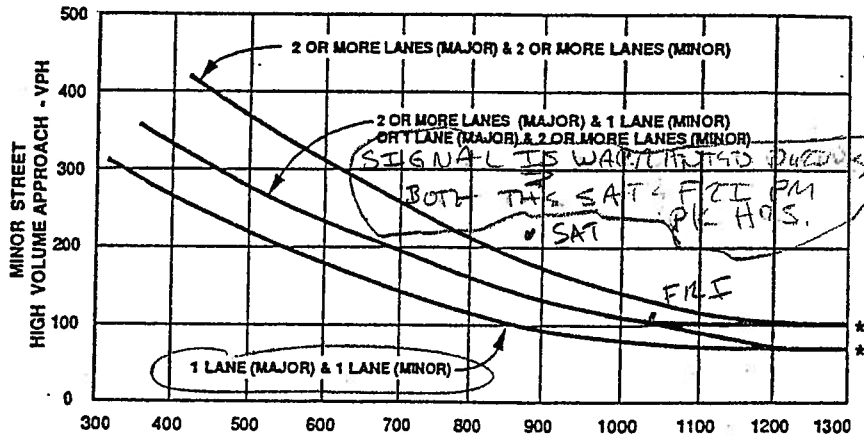
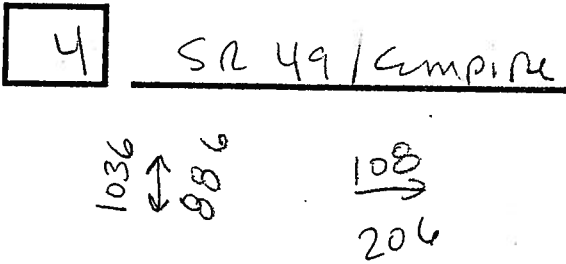
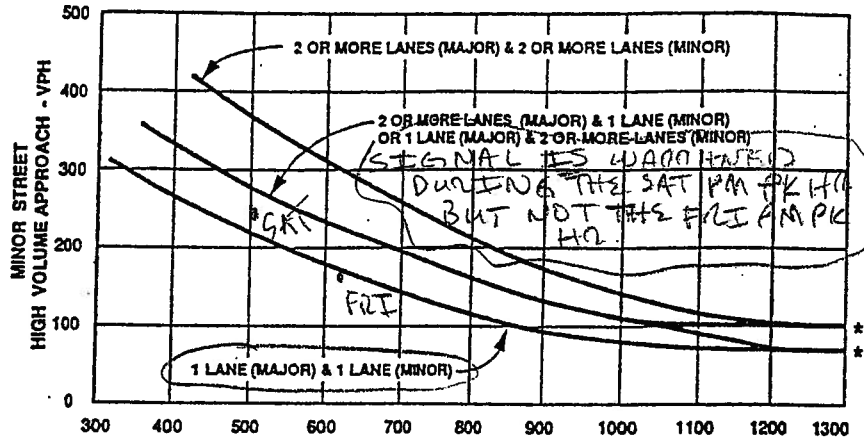
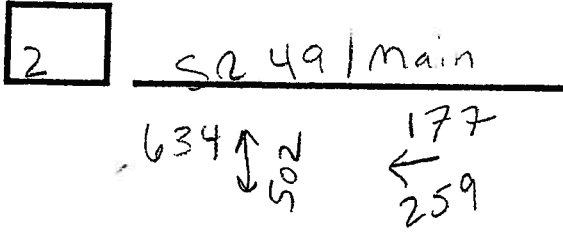


* NOTE:

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.

2006 + ALT B Ph I

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.

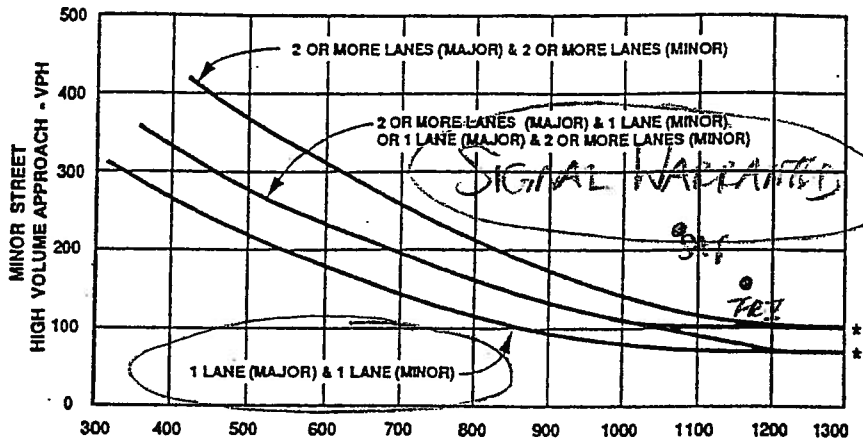
2806 + PROJ. B (PHI)

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

A SR49 / MAIN ACCESS

1165 ↑ 1070
TRF SAT.

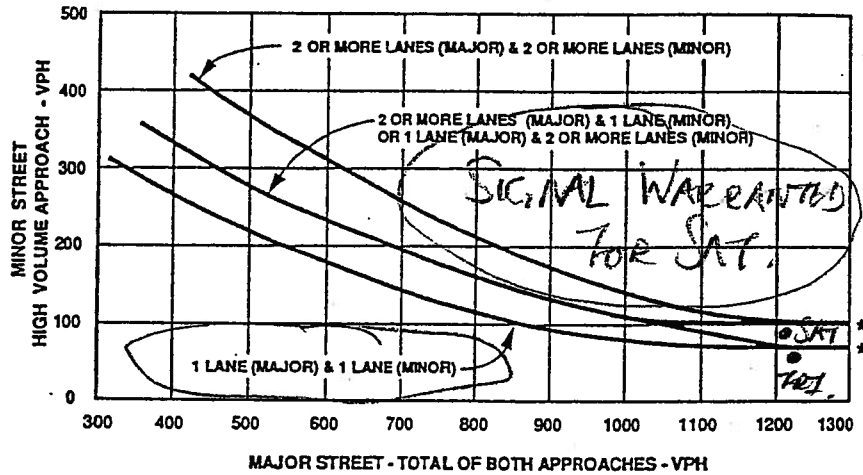
← 157
225



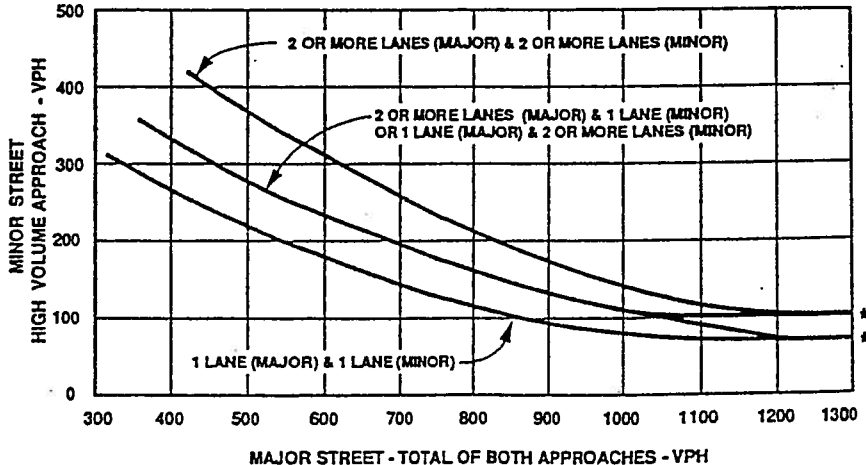
B SR49 / SERVICE ACCESS

1218 ↑ 1207

← 62
90



[] _____



* 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.

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 Existing Plus Approved Plus Project B Phase I (2006) Friday - Mitigation
 PM Peak Hour

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

 Existing Plus Approved Plus Project B Phase I (2006) Friday - Mitigation
 PM Peak Hour

Trip Generation Report

Forecast for 2006 Alt B (Ph I) Friday

Zone #	Subzone	Amount	Units	Rate		Trips		Trips		Total % of Trips Total
				In	Out	In	Out			
1	Ione Casino-	1.00	Ione Casino	238.00	219.00	238	219	238	219	457 100.0
	Zone 1 Subtotal					238	219	238	219	457 100.0

TOTAL 238 219 457 100.0										

Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) 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-	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
25 SR-104 (Prest)	105	190	136	33	207	31	24	19	78	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	0	415	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 B Phase I (2006) Friday - 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-	56	162	235	15	148	18	14	63	53	111	53	13
9 SR-49 / Empir	121	521	5	3	380	6	9	1	98	1	6	2
10 SR-49 / SR-16	195	0	97	0	0	0	0	463	335	153	358	0
25 SR-104 (Prest)	105	190	207	35	207	31	24	19	76	199	17	24
26 SR-104 (Main)	244	6	11	2	7	16	32	184	285	3	137	3
101 SR-49 / Proje	0	584	102	68	411	0	0	0	0	0	94	0
174 SR-49 / Proje	0	688	68	0	505	0	0	0	0	0	62	0

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Friday - Mitigation
 PM Peak Hour

Signal Warrant Summary Report
 Base Met
 Future Met

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Friday - Mitigation
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base del/ v/ C	Future del/ v/ C	Change in
# 7 SR-49 / Main-Fiddletown	A 5.9 0.535	A 6.2 0.567	+ 0.330 D/V
# 9 SR-49 / Empire	A 6.1 0.546	A 6.6 0.592	+ 0.463 D/V
# 10 SR-49 / SR-16	B 11.3 0.636	B 12.0 0.673	+ 0.667 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A 4.8 0.423	A 6.2 0.560	+ 1.407 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A 6.0 0.555	A 8.4 0.651	+ 2.398 D/V
#101 SR-49 / Project Access	A 1.5 0.443	A 9.0 0.665	+ 7.495 D/V
#174 SR-49 / Project Service Access	A 1.1 0.412	A 4.5 0.587	+ 3.476 D/V

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): 0.567
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2
 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 Include
 Min. Green: 5 5 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
 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: 8 45 1 0 49 0 0 0 0 9 1 0 0
 PasserbyVol: 0 -3 0 -4 0 0 0 0 0 0 0 0
 Initial Fut: 56 162 235 15 148 18 14 63 53 111 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: 59 170 246 15 155 19 14 66 55 116 56 13
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 59 170 246 15 155 19 14 66 55 116 56 13
 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
 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: 59 170 246 15 155 19 14 66 55 116 56 13
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.82 0.82 0.82 0.87 0.87 0.87 0.92 0.92 0.85 0.75 0.75 0.75
 Lanes: 0.12 0.36 0.52 0.08 0.82 0.10 0.18 0.82 1.00 0.63 0.30 0.07
 Final Sat.: 192 556 805 134 1364 163 312 1440 1615 888 428 101
 Capacity Analysis Module:
 Vol/Sat: 0.31 0.31 0.31 0.11 0.11 0.11 0.05 0.05 0.03 0.13 0.13 0.13
 Crit Moves: ****
 Green/Cycle: 0.54 0.54 0.54 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23
 Volume/Cap: 0.57 0.57 0.57 0.21 0.21 0.21 0.20 0.20 0.15 0.57 0.57 0.57
 Delay/Veh: 4.9 4.9 4.9 3.2 3.2 3.2 8.3 8.3 8.2 11.2 11.2 11.2
 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: 4.9 4.9 4.9 3.2 3.2 3.2 8.3 8.3 8.2 11.2 11.2 11.2
 HCM2KAVG: 4 4 4 1 1 1 1 1 1 0 3 3
 HCM2KAVG: 4 4 4 1 1 1 1 1 1 0 3 3

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #9 SR-49 / Empire
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.592
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.6
 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 Ovl Include
 Min. Green: 5 5 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
 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: 6 57 0 0 62 0 0 0 0 0 0 0 0
 PasserbyVol: 0 -3 0 -4 0 0 0 0 0 0 0 0 0
 Initial Fut: 121 521 5 3 380 6 9 1 98 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
 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: 128 554 6 3 404 7 10 1 104 1 7 2
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 128 554 6 3 404 7 10 1 104 1 7 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
 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.: 128 554 6 3 404 7 10 1 104 1 7 2
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.80 0.80 0.80 0.92 0.92 0.92 0.76 0.76 0.85 0.93 0.93 0.93
 Lanes: 0.19 0.80 0.01 0.01 0.97 0.02 0.90 0.10 1.00 0.11 0.67 0.22
 Final Sat.: 284 1223 12 14 1705 28 1300 144 1615 197 1183 394
 Capacity Analysis Module:
 Vol/Sat: 0.45 0.45 0.45 0.24 0.24 0.24 0.01 0.01 0.06 0.01 0.01 0.01
 Crit Moves: ****
 Green/Cycle: 0.59 0.59 0.59 0.59 0.59 0.59 0.19 0.19 0.19 0.19 0.19 0.19
 Volume/Cap: 0.76 0.76 0.76 0.40 0.40 0.40 0.04 0.04 0.35 0.03 0.03 0.03
 Delay/Veh: 8.0 8.0 8.0 3.2 3.2 3.2 9.1 9.1 10.3 9.1 9.1 9.1
 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: 8.0 8.0 8.0 3.2 3.2 3.2 9.1 9.1 10.3 9.1 9.1 9.1
 HCM2KAVG: 7 7 6 2 2 2 0 0 1 0 0 0
 HCM2KAVG: 7 7 6 2 2 2 0 0 1 0 0 0

Ione Casino
Existing Plus Approved Plus Project B 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): 0 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 39 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
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 Ovl Permitted Protected Protected
Rights: Include Ovl Include

Min. Green: 5 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 187 0 81 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

Initial Base: 195 0 85 0 0 0 0 308 335 146 213 0
Added Vol: 0 0 12 0 0 0 0 158 0 11 145 0
PasserByVol: 0 0 0 0 0 0 0 -3 0 -4 0 0
Initial Fut: 195 0 97 0 0 0 0 463 335 153 358 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volumes: 202 0 100 0 0 0 0 480 347 159 371 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

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: 202 0 100 0 0 0 0 480 347 159 371 0

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

Capacity Analysis Module:
Vol/Sat: 0.15 0.00 0.07 0.00 0.00 0.00 0.00 0.27 0.23 0.10 0.21 0.00
Crit Moves: ****

Green/Cycle: 0.22 0.00 0.36 0.00 0.00 0.00 0.00 0.41 0.41 0.14 0.55 0.00
Volume/Cap: 0.67 0.00 0.18 0.00 0.00 0.00 0.00 0.67 0.57 0.67 0.39 0.00

Delay/Veh: 19.7 0.0 8.6 0.0 0.0 0.0 0.0 12.0 10.3 23.3 5.3 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: 19.7 0.0 8.6 0.0 0.0 0.0 0.0 12.0 10.3 23.3 5.3 0.0

HCM2kAvg: 4 0 1 0 0 0 0 6 4 3 3 0

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) 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): 0.560
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 25 Level Of Service: A

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

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include

Min. Green: 5
Lanes: 1 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 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

Initial Base: 105 190 136 33 207 31 24 19 76 134 17 22
Added Vol: 0 0 71 2 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 105 190 207 35 207 31 24 19 76 199 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

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 Volumes: 111 201 218 37 218 33 25 20 80 210 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

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.: 111 201 218 37 218 33 25 20 80 210 18 25

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.61 0.87 0.85 0.85 0.85 0.86 0.86 0.86 0.86 0.87 0.87

Lanes: 1.00 0.48 0.52 0.13 0.76 0.11 0.20 0.16 0.64 1.00 0.41 0.59
Final Sat.: 1165 791 861 210 1224 185 328 257 1042 1216 678 971

Capacity Analysis Module:
Vol/Sat: 0.10 0.25 0.25 0.18 0.18 0.18 0.08 0.08 0.08 0.17 0.03 0.03
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 0.31
Volume/Cap: 0.21 0.56 0.56 0.39 0.39 0.39 0.25 0.25 0.25 0.56 0.08 0.08

Delay/Veh: 4.3 6.0 6.0 4.9 4.9 4.9 6.8 6.8 6.8 9.2 6.2 6.2
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: 4.3 6.0 6.0 4.9 4.9 4.9 6.8 6.8 6.8 9.2 6.2 6.2

HCM2kAvg: 1 3 3 2 2 2 1 1 1 3 0 0

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) Friday - Mitigation
PM Peak Hour
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #101 SR-49 / Project Access
Cycle (sec): 45 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.0
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: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 1 0 7 3 0 7 0 0 0 0 0 0 0 5 0 0 0 1
Lanes: 0 0 0 1 0 7 3 0 7 0 0 0 0 0 0 0 5 0 0 0 1
Volume Module:
Base Vol: 0 582 0 0 397 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.04
Initial Bse: 0 587 0 0 415 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 102 68 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 584 102 68 411 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94
PHF Volume: 0 621 108 72 436 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.: 0 621 108 72 436 0 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 0.91 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 0.91
Lanes: 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 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 1468 256 1671 1759 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.42 0.42 0.04 0.25 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 0.04
Crit Moves: ****
Green/Cycle: 0.00 0.62 0.62 0.07 0.69 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 0.18
Volume/Cap: 0.00 0.68 0.68 0.65 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 0.23
Delay/Veh: 0.0 7.3 7.3 33.1 3.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
User DelAdj: 1.00
AdjDel/Veh: 0.0 7.3 7.3 33.1 3.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
HCM2kAVG: 0 8 8 2 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 3 0 1

Ione Casino
Existing Plus Approved Plus Project B Phase I (2006) 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): 60 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 1 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 167 6 11 2 7 15 31 175 212 3 130 3
Growth Adj: 1.04
Initial Bse: 174 6 11 2 7 16 32 183 221 3 136 3
Added Vol: 70 0 0 0 0 0 0 0 0 1 64 0 1 0 0 0 0 0 0 0 0
PasserByVol: 0
Initial Fut: 244 6 11 2 7 16 32 184 285 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94
PHF Volume: 259 7 12 2 8 17 34 195 303 3 145 3
Reduced Vol: 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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.: 259 7 12 2 8 17 34 195 303 3 145 3
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: 0.71 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
Lanes: 1.00 0.35 0.65 0.08 0.29 0.63 0.66 0.37 0.57 0.92 0.96 0.02
Final Sat.: 1349 576 1057 136 475 1018 104 593 920 39 1691 39
Capacity Analysis Module:
Vol/Sat: 0.19 0.01 0.01 0.02 0.02 0.02 0.33 0.33 0.33 0.09 0.09 0.09
Crit Moves: ****
Green/Cycle: 0.29 0.29 0.29 0.29 0.29 0.51 0.51 0.51 0.51 0.51 0.51 0.51
Volume/Cap: 0.65 0.04 0.04 0.06 0.06 0.06 0.65 0.65 0.65 0.17 0.17 0.17
Delay/Veh: 13.0 7.6 7.6 7.6 7.6 7.6 7.4 7.4 7.4 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: 13.0 7.6 7.6 7.6 7.6 7.6 7.4 7.4 7.4 4.1 4.1 4.1
HCM2kAVG: 4 0 0 0 0 0 5 5 5 1 1 1 1

 Ione Casino
 Existing Plus Approved Plus Project B 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): 65 Critical Vol./Cap. (X): 0.587
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 4.5
 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 permitted permitted
 Rights: Include Include Include Include Include Include
 Min. Green: 0 5 5 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 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
 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
 Initial Bse: 0 587 0 0 415 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 102 68 0 94 0 0 0 0 0 0 0 0 62 0 0
 PasserbyVol: 0 -1 0 0 -4 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 688 68 0 505 0 0 0 0 0 0 0 0 62 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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
 PHF Volume: 0 731 72 0 536 0 0 0 0 0 0 0 0 66 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 731 72 0 536 0 0 0 0 0 0 0 0 66 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
 MLF Adj: 1.00 1.00 1.00 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.: 0 731 72 0 536 0 0 0 0 0 0 0 0 66 0 0

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.91 0.91 1.00 0.93 1.00 1.00 1.00 1.00 1.00 0.80 1.00 1.00
 Lanes: 0.00 0.91 0.09 0.00 1.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 1582 156 0 1759 0 0 0 0 0 1520 0 1900

Capacity Analysis Module:
 Vol/Sat: 0.00 0.46 0.46 0.00 0.30 0.00 0.00 0.00 0.00 0.00 0.04 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.78 0.78 0.00 0.78 0.00 0.00 0.00 0.00 0.00 0.08 0.00 0.00
 Volume/Cap: 0.00 0.59 0.59 0.00 0.39 0.00 0.00 0.00 0.00 0.00 0.56 0.00 0.00
 Delay/Veh: 0.0 3.5 3.5 0.0 2.4 0.0 0.0 0.0 0.0 0.0 35.1 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 1.00
 AdjDel/Veh: 0.0 3.5 3.5 0.0 2.4 0.0 0.0 0.0 0.0 0.0 35.1 0.0 0.0
 HCM2KAVG: 0 7 0 4 0 0 0 0 0 0 3 0 0

Existing Plus Approved Plus Project B Phase I (2006) Friday - 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): 0.752
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.6
 Optimal Cycle: 55 Level Of Service: C

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

Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include Include Include Include Include
 Min. Green: 3 7 7 3 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 1 0 0

Volume Module:
 Base Vol.: 29 729 2 3 448 240 253 1 18 2 3 2
 Growth Adj: 1.04
 Initial Bse: 30 761 2 3 468 251 264 1 19 2 3 2
 Added Vol.: 0 37 0 0 0 34 14 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol.: 0
 Initial Fut.: 30 798 2 3 502 265 279 1 19 2 3 2
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 30 798 2 3 502 265 279 1 19 2 3 2
 Reduct Vol.: 0
 Reduced Vol.: 30 798 2 3 502 265 279 1 19 2 3 2
 PCE Adj: 1.00
 MUF Adj: 1.00
 Final Vol.: 30 798 2 3 502 265 279 1 19 2 3 2

Saturation Flow Module:
 Sat/Lane: 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 0.91 0.91 0.91 0.91 0.91 0.91
 Lanes: 1.00 0.99 0.01 1.00
 Final Sat.: 1805 1895 5 1702 1792 1523 1736 83 1466 495 742 495

Capacity Analysis Module:
 Vol/Sat: 0.02 0.42 0.42 0.00 0.28 0.17 0.16 0.01 0.01 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: 0.05 0.43 0.43 0.05 0.43 0.60 0.17 0.17 0.17 0.17 0.13 0.13 0.13 0.13 0.13 0.13 0.13 0.13 0.13 0.13 0.13 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 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03
 Delay/Veh: 26.8 39.4 39.4 24.8 14.1 5.5 67.5 19.5 19.5 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1
 User DelAdj: 1.00
 AdjDel/Veh: 26.8 39.4 39.4 24.8 14.1 5.5 67.5 19.5 19.5 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1 21.1
 HCM2KAVG: 1 21 21 0 8 2 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Existing Plus Approved Plus Project B Phase I (2006) Friday - 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): 0.672
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
 Optimal Cycle: 38 Level Of Service: B

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

Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 1 0 0 0 5 3 7 0 0 0 7 7 7
 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
 Initial Bse: 0 0 0 69 0 363 480 396 0 0 224 52
 Added Vol.: 0 0 0 0 0 52 56 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol.: 0
 Initial Fut.: 0 0 0 69 0 415 536 396 0 0 224 52
 User Adj: 1.00
 PHF Adj: 1.00
 PHF Volume: 0 0 0 69 0 415 536 396 0 0 224 52
 Reduct Vol.: 0
 Reduced Vol.: 0 0 0 69 0 415 536 396 0 0 224 52
 PCE Adj: 1.00
 MUF Adj: 1.00
 Final Vol.: 0 0 0 69 0 415 536 396 0 0 224 52

Saturation Flow Module:
 Sat/Lane: 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 0.31 0.22 0.00 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.13 0.00 0.55 0.42 0.63 0.00 0.00 0.21 0.21
 Volume/Cap: 0.00 0.00 0.00 0.36 0.00 0.50 0.73 0.34 0.00 0.00 0.73 0.73
 Delay/Veh: 0.0 0.0 0.0 16.2 0.0 5.8 13.1 3.5 0.0 0.0 21.3 21.3
 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 0.0 0.0 16.2 0.0 5.8 13.1 3.5 0.0 0.0 21.3 21.3
 HCM2KAVG: 0 0 0 1 0 4 8 2 0 0 5 5

Existing Plus Approved Plus Project B Phase I (2006) Friday - Mitigation PM Peak Hour

Ione Casino
 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 (26.5)
 Cycle (sec): 120
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 61.7
 Optimal Cycle: 154 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: 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 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 84 0 0 77 0
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 0 0 0 0 71 0 4 14 970 0 0 500 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 14 970 0 0 500 39
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 0 71 0 4 14 970 0 0 500 39
 Critical Gap Module:
 Critical Gap: 6.8 6.9 4.2 6.8 6.9 4.2 6.8 6.9 4.2 6.8 6.9 4.2
 FollowUpTrim: 3.5 3.3 2.2 3.5 3.3 2.2 3.5 3.3 2.2 3.5 3.3 2.2
 Capacity Module:
 Conflict Vol: 1031 1031 269 539 1031 1031 269 539 1031 1031 269 539
 Potential: 232 232 735 1019 232 232 735 1019 232 232 735 1019
 Move Cap: 230 230 735 1019 230 230 735 1019 230 230 735 1019
 Volume/Cap: 0.31 0.31 0.01 0.01 0.31 0.31 0.01 0.01 0.31 0.31 0.01 0.01
 Level Of Service Module:
 Queue: 1.3 1.3 0.0 0.0 1.3 1.3 0.0 0.0 1.3 1.3 0.0 0.0
 Stopped Del: 27.5 27.5 9.9 8.6 27.5 27.5 9.9 8.6 27.5 27.5 9.9 8.6
 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 Queue: 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3 1.3
 Shared LOS: A A A A A A A A A A A A
 Approach Del: 26.5 26.5 26.5 26.5 26.5 26.5 26.5 26.5 26.5 26.5 26.5 26.5
 Approach LOS: D D D D D D D D D D D D

Existing Plus Approved Plus Project B Phase I (2006) Friday - Mitigation 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): 120
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 61.7
 Optimal Cycle: 154 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
 Lanes: 0 0 0 0 1 0 0 1 0 1 0 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: 1.04 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
 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: 0 227 62 110 326 56 80 847 2 51 438 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 62 110 326 56 80 847 2 51 438 41
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 227 62 110 326 56 80 847 2 51 438 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 0.95 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 0.91 0.09
 Final Sat: 0 1447 398 1805 1584 274 1753 1840 5 1753 1666 155
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.16 0.16 0.06 0.21 0.21 0.05 0.46 0.46 0.03 0.26 0.26
 Crit Moves: 0 0 0 0 0 0 0 0 0 0 0 0
 Green/Cycle: 0.00 0.17 0.17 0.22 0.22 0.22 0.08 0.50 0.50 0.03 0.45 0.45
 Volume/Cap: 0.00 0.92 0.92 0.27 0.32 0.32 0.58 0.92 0.92 0.58 0.58 0.58
 Delay/Veh: 0.00 94.7 94.7 49.9 84.8 84.8 74.7 50.5 50.5 167.8 32.6 32.6
 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: 0.00 94.7 94.7 49.9 84.8 84.8 74.7 50.5 50.5 167.8 32.6 32.6
 HCM2kAVG: 0 17 17 4 21 21 5 41 41 5 17 17

 Ione Casino
 Existing Plus Approved Plus Project B 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): 0.775
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
 Optimal Cycle: 52 Level Of Service: B

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

Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 3 7 7 3 7 7 3 7 7

Lanes: 0 0 1 1 0 0 0 0 1 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: 1.04 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 2 1 0 0 0 0 48 0 2 44 1
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 19 45 62 10 136 75 111 607 182 104 348 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 75 111 607 182 104 348 19
 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
 MFLF Adj: 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 75 111 607 182 104 348 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.: 235 561 768 84 1094 606 1702 1332 399 1702 1686 91

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 0.59 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: 21.5 21.5 21.5 33.4 33.4 33.4 20.6 11.9 11.9 47.5 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: 21.5 21.5 21.5 33.4 33.4 33.4 20.6 11.9 11.9 47.5 8.3 8.3
 HCM2000Vg: 3 3 3 6 6 6 2 12 12 4 4 4

 Existing Plus Approved Plus Project B Phase I (2006) Saturday - Mitigation
 PM Peak Hour

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Saturday - Mitigation
 PM Peak Hour

Scenario Report
 Scenario: 2006 Ex + Ap + Alt B (Ph I) Saturday
 Command: 2006 Ex + Ap + Alt B (Ph I) Saturday
 Volume: 2006 Ex + Ap + B Saturday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2006 Alt B (Ph I) Saturday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

 Trip Generation Report

Forecast for 2006 Alt B (Ph I) Saturday

Zone #	Subzone	Amount	Units	Rate	In	Out	Trips In	Trips Out	Total % Of Trips
1	Ione Casino-	1.00	Ione Casino	315.00	315.00	315	315	315	630 100.0
	Zone 1 Subtotal						315	315	630 100.0

TOTAL									
315 315 630 100.0									

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Saturday - Mitigation
 PM Peak Hour

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Saturday - Mitigation
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

 Intersection Volume Report
 Future 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
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	532	0	0	0	0	0	0	0
174 SR-49 / Proje	0	360	0	0	532	0	0	0	0	0	0	0

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	L	--	T	L	--	T	L	--	T
7 SR-49 / Main-	52	160	118	13	143	16	18	39	42	163	81	15
9 SR-49 / Empir	63	381	3	1	428	10	19	0	187	3	2	0
10 SR-49 / SR-16	265	0	121	0	0	0	0	356	171	186	427	0
25 SR-104 (Prest	113	164	178	24	149	15	19	22	66	190	50	23
26 SR-104 (Main)	201	6	11	2	3	8	3	162	241	15	197	1
101 SR-49 / Proje	0	356	135	90	527	0	0	0	0	0	135	0
174 SR-49 / Proje	0	493	90	0	662	0	0	0	0	0	90	0

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Saturday - Mitigation
 PM Peak Hour

 Signal Warrant Summary Report

Intersection Base Met Future Met

 Ione Casino
 Existing Plus Approved Plus Project B Phase I (2006) Saturday - Mitigation
 PM Peak Hour

 Impact Analysis Report
 Level Of Service

Intersection Base Del/ V/ Future Del/ V/ Change in

Intersection	Base Del/ V/	Future Del/ V/	Change in
# 7 SR-49 / Main-Fiddletown	A 5.7 0.482	A 6.2 0.531	+ 0.512 D/V
# 9 SR-49 / Empire	A 5.3 0.381	A 6.2 0.461	+ 0.915 D/V
# 10 SR-49 / SR-16	B 11.0 0.562	B 13.2 0.683	+ 2.223 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A 4.6 0.345	A 6.0 0.538	+ 1.393 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A 4.5 0.409	A 6.3 0.568	+ 1.725 D/V
#101 SR-49 / Project Access	A 1.4 0.416	A 9.9 0.601	+ 8.419 D/V
#174 SR-49 / Project Service Access	A 1.0 0.387	A 5.9 0.560	+ 4.870 D/V

Existing Plus Approved Plus Project B Phase I (2006) 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): 0.461
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2
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 5 5 5 5
Lanes: 0 0 1 1 0 0 0 1 1 0 0 1 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: 9 82 0 0 82 0 0 0 9 0 0 0
PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0 0
Initial Fut: 63 381 3 1 428 10 19 0 187 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
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: 70 420 3 1 472 12 21 0 206 3 2 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 420 3 1 472 12 21 0 206 3 2 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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.: 70 420 3 1 472 12 21 0 206 3 2 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.82 0.92 0.92 0.80 0.85 0.82 0.82 0.82 0.82
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.: 221 1332 11 4 1707 42 1520 0 1615 939 626 0

Capacity Analysis Module:
Vol/Sat: 0.32 0.32 0.32 0.28 0.28 0.01 0.00 0.13 0.00 0.00 0.00
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 0.00
Volume/Cap: 0.66 0.66 0.66 0.58 0.58 0.58 0.53 0.53 0.53 0.53 0.53 0.00
Delay/Veh: 6.4 6.4 6.4 5.0 5.0 6.2 6.1 6.1 6.1 6.1 6.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 6.4 6.4 6.4 5.0 5.0 6.2 6.1 6.1 6.1 6.1 6.1 0.0
HCM2kAVG: 4 4 4 2 3 4 0 0 0 0 0 0

Existing Plus Approved Plus Project B Phase I (2006) Saturday - Mitigation
PM Peak Hour

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #7 SR-49 / Main-Fiddleton

Cycle (sec): 0 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 1 0 0 0 1 1 0 0 1 0 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: 12 64 1 0 64 0 0 0 12 1 0 0
PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0 0
Initial Fut: 52 160 118 13 143 16 18 39 42 163 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
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 53 163 120 13 145 16 18 39 43 166 83 15
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 53 163 120 13 145 16 18 39 43 166 83 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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.: 53 163 120 13 145 16 18 39 43 166 83 15

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.82 0.82 0.88 0.88 0.87 0.87 0.85 0.76 0.76 0.76 0.76
Lanes: 0.16 0.48 0.36 0.07 0.84 0.09 0.31 0.69 1.00 0.63 0.31 0.06
Final Sat.: 244 757 558 123 1398 154 518 1127 1615 908 454 82

Capacity Analysis Module:
Vol/Sat: 0.22 0.22 0.22 0.10 0.10 0.10 0.03 0.03 0.03 0.18 0.18 0.18
Crit Moves: ****

Green/Cycle: 0.41 0.41 0.41 0.41 0.41 0.34 0.34 0.34 0.34 0.34 0.34 0.34
Volume/Cap: 0.53 0.53 0.53 0.26 0.26 0.26 0.10 0.10 0.08 0.53 0.53 0.53
Delay/Veh: 6.3 6.3 6.3 4.9 4.9 4.9 5.4 5.4 5.4 7.4 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 1.00
AdjDel/Veh: 6.3 6.3 6.3 4.9 4.9 4.9 5.4 5.4 5.4 7.4 7.4 7.4
HCM2kAVG: 3 3 3 1 1 1 0 0 0 3 3 3

Existing Plus Approved Plus Project B 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
Critical Vol./Cap. (X): 0.683
Cycle (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 13.2
Loss Time (sec): 39 Level of Service: B
Optimal Cycle: 39

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Permitted Permitted Protected Protected
Rights: Ovl Include Ovl Include
Min. Green: 5 0 0 5 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 0 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
Initial Bse: 265 0 105 0 0 0 0 151 171 175 218 0
Added Vol: 0 0 16 0 0 0 0 209 0 16 209 0
PasserByVol: 0 0 0 0 0 0 0 -4 0 -5 0 0
Initial Fut: 265 0 121 0 0 0 0 356 171 186 427 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 0.97
PHF Volume: 273 0 125 0 0 0 0 367 176 192 440 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 273 0 125 0 0 0 0 367 176 192 440 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.71 1.00 0.79 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 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: 0.20 0.00 0.08 0.00 0.00 0.00 0.21 0.12 0.11 0.25 0.00
Crit Moves: ****
Green/Cycle: 0.30 0.00 0.46 0.00 0.00 0.00 0.31 0.31 0.17 0.47 0.00
Volume/Cap: 0.68 0.00 0.18 0.00 0.00 0.00 0.68 0.39 0.68 0.53 0.00
Delay/Veh: 16.9 0.0 6.2 0.0 0.0 0.0 0.0 15.5 11.2 22.0 7.8 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 16.9 0.0 6.2 0.0 0.0 0.0 0.0 15.5 11.2 22.0 7.8 0.0
HCM2KAVG: 5 0 1 0 0 0 0 0 5 2 4 0

Existing Plus Approved Plus Project B Phase I (2006) 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)
Critical Vol./Cap. (X): 0.538
Cycle (sec): 0 (V+R = 4 sec) Average Delay (sec/veh): 6.0
Loss Time (sec): 24 Level of Service: A
Optimal Cycle: 24

Approach: 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 1 0 0 0 0 1 0 0 1 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 94 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 164 178 24 149 15 19 22 66 96 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: 126 183 198 27 166 16 21 24 73 212 56 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: 126 183 198 27 166 16 21 24 73 212 56 25

Saturation Flow Module:
Sat/Lane: 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 0.48 0.52 0.13 0.79 0.08 0.18 0.20 0.62 1.00 0.69 0.31
Final Sat: 1195 793 859 208 1303 128 289 337 1010 1223 1184 540

Capacity Analysis Module:
Vol/Sat: 0.11 0.23 0.23 0.13 0.13 0.13 0.07 0.07 0.07 0.17 0.05 0.05
Crit Moves: ****
Green/Cycle: 0.43 0.43 0.43 0.43 0.32 0.32 0.32 0.32 0.32 0.32 0.32
Volume/Cap: 0.25 0.54 0.54 0.30 0.30 0.30 0.23 0.23 0.23 0.54 0.15 0.15
Delay/Veh: 4.6 5.9 5.9 4.7 4.7 4.7 6.2 6.2 6.2 8.2 5.9 5.9
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: 4.6 5.9 5.9 4.7 4.7 4.7 6.2 6.2 6.2 8.2 5.9 5.9
HCM2KAVG: 1 3 3 1 1 1 1 1 1 3 1 1

Existing Plus Approved Plus Project B 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) / SP-124 (Church)
Cycle (sec): 0 Critical Vol./Cap. (X): 0.568

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
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 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

Existing Plus Approved Plus Project B 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): 45 Critical Vol./Cap. (X): 0.601

Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
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: Protected Protected Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 7 7 3 7 0 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 1

Volume Module:
Base Vol: 0 345 0 0 509 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

Ione Casino
Existing Plus Approved Plus Project B 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): 65 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 5.9
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 Permitted
Rights: 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 5
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 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
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
Initial Base: 0 360 0 0 532 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 135 90 0 135 0 0 0 0 0 0 0 90 0 0 0 0
PasserByVol: 0 -2 0 0 -5 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 493 90 0 662 0 0 0 0 0 0 0 90 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: 0.91 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: 0 544 99 0 729 0 0 0 0 0 0 0 99 0 0 0 0
Reduced 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
MLF Adj: 1.00 1.00 1.00 1.00 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.: 0 544 99 0 729 0 0 0 0 0 0 0 99 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
Adjustment: 1.00 0.91 0.91 1.00 0.93 1.00 1.00 1.00 1.00 1.00 1.00 0.77 1.00 1.00 1.00 1.00
Lanes: 0.00 0.85 0.15 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00 1.00
Final Sat.: 0 1457 266 0 1759 0 0 0 0 0 0 1461 0 1900

Capacity Analysis Module:

Vol/Sat: 0.00 0.37 0.37 0.00 0.41 0.00 0.00 0.00 0.00 0.00 0.00 0.07 0.00 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.00 0.74 0.74 0.00 0.74 0.00 0.00 0.00 0.00 0.00 0.00 0.12 0.00 0.00 0.00 0.00
Volume/Cap: 0.00 0.50 0.50 0.00 0.56 0.00 0.00 0.00 0.00 0.00 0.00 0.56 0.00 0.00 0.00 0.00
Delay/Veh: 0.0 3.8 3.8 0.0 4.3 0.0 0.0 0.0 0.0 0.0 0.0 30.9 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
AdjDel/Veh: 0.0 3.8 3.8 0.0 4.3 0.0 0.0 0.0 0.0 0.0 0.0 30.9 0.0 0.0 0.0 0.0
HCM2KAv9: 0 6 6 0 7 0 0 0 0 0 0 3 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): 0.636
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 36 Level of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Ovl Include
Min. Green: 0 0 0 0 1 0 0 0 1 1 0 1 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: 1.04 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 74 74 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 58 0 444 435 248 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
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 58 0 444 435 248 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
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 0 58 0 444 435 248 0 0 266 63
Saturation Flow Module:
Sat/Lane: 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 0.81 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 0.30 0.25 0.14 0.00 0.00 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.14 0.00 0.49 0.35 0.61 0.00 0.00 0.26 0.26
Volume/Cap: 0.00 0.00 0.00 0.29 0.00 0.60 0.71 0.22 0.00 0.00 0.71 0.71
Delay/Veh: 0.0 0.0 0.0 14.7 0.0 8.1 14.1 3.2 0.0 0.0 17.3 17.3
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 0.0 0.0 14.7 0.0 8.1 14.1 3.2 0.0 0.0 17.3 17.3
HCM2KAVG: 0 0 0 1 0 5 6 1 0 0 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): 0.676
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.8
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 Protected Split Phase Split Phase
Rights: Include Ovl Include
Min. Green: 3 7 7 3 7 7 3 7 7 7 7 7 7 7 7 7 7 7 7 7
Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 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 49 0 0 49 20 20 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 16 609 1 3 467 265 303 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: 16 609 1 3 467 265 303 1 25 1 0 3
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.: 16 609 1 3 467 265 303 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 1.00 1.00 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 0.32 0.32 0.00 0.26 0.17 0.17 0.02 0.02 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.07 0.34 0.34 0.07 0.34 0.52 0.18 0.18 0.18 0.15 0.00 0.15
Volume/Cap: 0.13 0.95 0.95 0.03 0.77 0.33 0.95 0.09 0.09 0.02 0.00 0.02
Delay/Veh: 20.8 38.6 38.6 20.2 19.7 6.6 55.7 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 38.6 38.6 20.2 19.7 6.6 55.7 15.7 15.7 16.6 0.0 16.6
HCM2KAVG: 0 15 15 0 8 2 9 0 0 0 0 0

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #40 SR-16 / Stone House

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #40 SR-16 / Stone House

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C (21.2)
Loss Time (sec): 12 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.679
Optimal Cycle: 45 Level Of Service: 30.6 C

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C (21.2)
Loss Time (sec): 12 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.679
Optimal Cycle: 45 Level Of Service: 30.6 C

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

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 Include
Lanes: 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 1 1 0

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

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

Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 4.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpPrim: xxxxxx xxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx

Critical Gap Module:
Critical Gap: 6.8 xxxxx 6.9 4.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
FollowUpPrim: xxxxxx xxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx

 Ione Casino
 Existing Plus Approved Plus Project B 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 Critical Vol./Cap. (X): 0.513
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
 Optimal Cycle: 29 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 3 7 7 3 7 7
 Lanes: 0 0 1 1 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: 1.04 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 64 0 3 64 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 22 32 30 20 53 69 63 318 53 23 405 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 63 318 53 23 405 8
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 22 32 30 20 53 69 63 318 53 23 405 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 63 318 53 23 405 8

Saturation Flow Module:-----
 Sat/Lane: 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 1502 252 1702 1750 36

Capacity Analysis Module:-----
 Vol/Sat: 0.05 0.05 0.05 0.09 0.09 0.09 0.04 0.21 0.21 0.01 0.23 0.23
 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 0.58 0.58 0.09 0.56 0.56
 Delay/Veh: 11.1 11.1 11.1 12.2 12.2 12.2 13.3 8.9 8.9 10.6 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 1.00
 AdjDel/Veh: 11.1 11.1 11.1 12.2 12.2 12.2 13.3 8.9 8.9 10.6 7.4 7.4
 HCM2RNG: 1 1 2 2 2 2 1 4 4 0 4 4

APPENDIX M

Intersection Operations Calculations 2009 EPAP Plus Alternative B Phase 1 & 2 Condition

 Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
 Ione Casino
 PM Peak Hour

Trip Generation Report

Forecast for 2009 Alt B (Ph II) Friday

Zone #	Subzone	Amount	Units	Rate	In	Out	Trips In	Trips Out	Total Trips	% Of Total Trips
1	Ione Casino-	1.00	Ione Casino	260.00	238.00	260	238	238	498	100.0
	Zone 1 Subtotal					260	238	238	498	100.0

 TOTAL 260 238 498 100.0

 Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
 Ione Casino
 PM Peak Hour

Scenario Report

2009 Ex + Ap + Project B Friday

Command: 2009 Ex + Ap + Project B Friday
 Volume: 2009 Ex + Ap Friday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2009 Alt B (Ph II) Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

 Ione Casino
 Existing Plus Approved Plus Project B Phase 1 and 2 (2009) 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
Zone	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
Zone	23	24	25	26							
	0.1	0.8	1.4	1.6							

 Ione Casino
 Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
 PM Peak Hour

Turning Movement Report

2009 Alt B (Ph II) Friday

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

#1 Letrobe / Old Sacramento
 Base 0
 Added 0 0 0 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 0 0 0 19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

#2 Main / Sherwood
 Base 0
 Added 3 0 0 0 0 0 0 0 0 15 4 0 14 0 0 0 0 0 0 0
 Total 3 0 0 0 0 0 0 0 0 15 4 0 14 0 0 0 0 0 0 0

#3 Main / Empire
 Base 0
 Added 3 0 0 0 0 0 0 0 0 12 3 0 11 0 0 0 0 0 0 0
 Total 3 0 0 0 0 0 0 0 0 12 3 0 11 0 0 0 0 0 0 0

#4 Main / Poplar
 Base 0
 Added 3 0 0 0 0 0 0 0 0 10 3 0 9 0 0 0 0 0 0 0
 Total 3 0 0 0 0 0 0 0 0 10 3 0 9 0 0 0 0 0 0 0

#5 Main / Mill
 Base 0
 Added 0 0 0 0 0 0 0 0 0 10 0 0 9 0 0 0 0 0 0 0
 Total 0 0 0 0 0 0 0 0 0 10 0 0 9 0 0 0 0 0 0 0

#6 SR-49 / Miller Way
 Base 30 166 0 0 105 5 3 0 13 0 0 0 0 0 0 0 0 0 0
 Added 0 48 0 0 53 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Total 30 214 0 0 158 5 3 0 13 0 0 0 0 0 0 0 0 0 0

#7 SR-49 / Main-Fiddletown
 Base 52 131 255 16 113 19 15 68 48 120 58 14 909
 Added 9 49 1 0 53 0 0 0 10 1 0 0 123
 Total 61 180 256 16 166 19 15 68 58 121 58 14 1032

#8 SR-49 / Poplar
 Base 39 512 0 0 288 7 7 0 43 0 0 0 896
 Added 3 59 0 0 64 0 0 0 3 0 0 0 129
 Total 42 571 0 0 352 7 7 0 46 0 0 0 1025

#9 SR-49 / Empire
 Base 125 509 6 3 351 7 10 1 100 1 7 2 1124
 Added 6 62 0 0 67 0 0 0 7 0 0 0 142
 Total 131 571 6 3 418 7 10 1 107 1 7 2 1266

 Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
 Ione Casino
 PM Peak Hour

 Existing Plus Approved Plus Project B Phase 1 and 2 (2009) 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

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

#10 SR-49 / SR-16
 Base 213 0 0 92 0 0 0 336 160 232 0 1399
 Added 0 0 13 0 0 0 172 0 12 158 0 355
 Total 213 0 105 0 0 0 508 366 172 390 0 1754

#11 SR-49 / Main (Drytown)
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 13 0 0 12 0 0 0 0 0 0 25
 Total 0 13 0 0 12 0 0 0 0 0 0 25

#12 SR-49 / Water-Amador Creek
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 5 0 0 0 0 0 4 0 0 0 0 9
 Total 5 0 0 0 0 0 4 0 0 0 0 9

#13 SR-49 / Gopher Flat
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 4 0 0 0 0 0 4 0 0 0 0 8
 Total 4 0 0 0 0 0 4 0 0 0 0 8

#14 SR-49 / Eureka
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 4 0 0 4 0 0 0 0 0 0 8
 Total 0 4 0 0 4 0 0 0 0 0 0 8

#15 SR-49 / Church
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 4 0 0 4 0 0 0 0 0 0 8
 Total 0 4 0 0 4 0 0 0 0 0 0 8

#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 7 0 0 6 3 3 0 0 0 0 19
 Total 0 7 0 0 6 3 3 0 0 0 0 19

#17 SR-49 / Jackson Gate-Ione Martell
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 7 0 0 6 0 0 0 0 0 0 13
 Total 0 7 0 0 6 0 0 0 0 0 0 13

#18 SR-49 / SR-88 (North)
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 6 0 0 0 0 0 0 7
 Total 0 0 0 0 6 0 0 0 0 0 0 7

#19 SR-49 / Sutter
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 6 0 0 6 0 0 0 0 0 0 12
 Total 0 6 0 0 6 0 0 0 0 0 0 12

#20 SR-49 / Hoffman
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 6 0 0 5 0 0 0 0 0 0 11
 Total 0 6 0 0 5 0 0 0 0 0 0 11

#21 SR-49 / Main (Jackson)
 Base 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 5 0 0 5 0 0 0 0 0 0 11
 Total 0 5 0 0 5 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
 Added 0 5 0 0 4 0 0 0 0 0 0 9
 Total 0 5 0 0 4 0 0 0 0 0 0 9

#23 SR-16 / SR-124
 Base 10 0 116 0 0 0 0 590 19 55 400 0 1191
 Added 0 0 80 0 0 0 0 92 0 73 85 0 330
 Total 10 0 196 0 0 0 0 682 19 128 485 0 1521

#24 SR-16 / Latrobe (Amador)
 Base 0 0 0 0 144 0 6 5 435 0 0 235 97 921
 Added 0 0 0 0 0 0 0 92 0 0 85 0 177
 Total 0 0 0 0 144 0 6 5 527 0 0 320 97 1098

#25 SR-104 (Preston) / SR-124 (North)
 Base 115 207 148 36 226 34 26 21 83 146 18 24 1085
 Added 0 0 78 2 0 0 0 0 0 71 0 2 153
 Total 115 207 226 38 226 34 26 21 83 217 18 26 1238

#26 SR-104 (Main) / SR-124 (Church)
 Base 190 7 13 2 8 17 35 199 242 3 148 3 868
 Added 77 0 0 0 0 0 0 1 70 0 1 0 149
 Total 267 7 13 2 8 17 35 200 312 3 149 3 1017

#27 SR-104 / SR-88
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 0 0 0 0 3 0 0 3 0 6
 Total 0 0 0 0 0 0 0 3 0 0 3 0 6

Ione Casino													
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday													
PM Peak Hour													
Volume Type	Northbound		Southbound		Eastbound		Westbound		Total		Total Volume		
	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right			
#28 SR-88 / SR-124													
Base	0	0	3	0	156	423	0	0	309	2	1038		
Added	0	0	0	0	67	73	0	0	3	0	146		
Total	0	0	3	0	223	218	0	0	312	2	1184		
#29 SR-88 / SR-12 (North)													
Base	0	0	75	0	397	524	432	0	244	57	1729		
Added	0	0	0	0	56	61	0	0	0	0	117		
Total	0	0	75	0	453	585	432	0	244	57	1846		
#30 SR-88 / SR-12 (South)													
Base	33	831	2	3	510	273	288	1	21	2	1971		
Added	0	40	0	0	37	15	17	0	0	0	109		
Total	33	871	2	3	547	288	305	1	21	2	2080		
#31 SR-88 / Kettleman													
Base	19	606	17	6	385	88	242	91	28	15	67	7	1571
Added	0	35	0	0	32	5	5	0	0	0	0	0	77
Total	19	641	17	6	417	93	247	91	28	15	67	7	1648
#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	15	0	0	0	0	1	0	14	1	0	16
Total	0	0	15	0	0	0	0	1	0	14	1	0	16
#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	113	0	181	0	0	0	439	204	236	276	0	1448	
Added	10	0	38	0	0	0	0	11	42	0	0	101	
Total	123	0	219	0	0	0	439	215	278	276	0	1549	

Ione Casino													
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday													
PM Peak Hour													
Volume Type	Northbound		Southbound		Eastbound		Westbound		Total		Total Volume		
	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right			
#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	92	0	0	84	0	176
Total	60	0	1	0	0	0	0	580	147	0	319	0	1107
#38 SR-16 / Marietta South Pkwy													
Base	0	0	1	8	2	96	196	634	0	1	287	9	1234
Added	0	0	0	0	0	0	0	92	0	0	84	0	176
Total	0	0	1	8	2	96	196	726	0	1	371	9	1410
#39 SR-16 / Marietta Pkwy													
Base	100	133	38	38	77	121	213	712	122	31	310	38	1933
Added	0	0	0	0	0	0	0	92	0	0	84	0	176
Total	100	133	38	38	77	121	213	804	122	31	394	38	2109
#40 SR-16 / Stone House													
Base	0	0	0	77	0	5	15	970	0	0	461	42	1570
Added	0	0	0	0	0	0	0	92	0	0	84	0	176
Total	0	0	0	77	0	5	15	1062	0	0	545	42	1746
#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	92	0	0	84	0	176
Total	6	0	2	6	0	28	36	1034	14	2	589	9	1727
#42 SR-16 / Dillard													
Base	70	0	97	0	0	0	0	847	189	59	435	0	1697
Added	0	0	1	0	0	0	0	90	0	1	83	0	175
Total	70	0	98	0	0	0	0	937	189	60	518	0	1872
#43 SR-16 / Sloughhouse													
Base	5	0	59	0	0	0	0	1024	9	32	580	0	1709
Added	0	0	0	0	0	0	0	90	0	0	83	0	173
Total	5	0	59	0	0	0	0	1114	9	32	663	0	1882
#44 SR-16 / Grant Line													
Base	0	247	59	120	356	62	88	847	2	47	403	44	2274
Added	0	0	9	0	0	0	0	81	0	8	74	0	172
Total	0	247	68	120	356	62	88	928	2	55	477	44	2446
#45 SR-16 / Sunrise													
Base	5	359	63	358	907	129	90	524	24	40	277	188	2963
Added	0	5	21	0	0	0	0	56	0	4	51	19	156
Total	5	359	68	379	907	129	90	580	24	44	328	207	3119

 Ione Casino
 Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
 PM Peak Hour

 Ione Casino
 Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
 PM Peak Hour

Intersection Volume Report
 Base Volume Alternative

Intersection Volume Report
 Base Volume Alternative

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 / Latio	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
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

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
Base	0	0	2	1	0	0	0	53	0	2	48	1	107
Added	21	49	67	11	148	82	121	666	198	114	380	20	1877
Total	21	49	67	11	148	82	121	666	198	114	380	20	1877
#47 SR-16 / Bradshaw	67	712	47	377	1220	533	293	573	84	60	318	133	4419
Base	0	0	2	7	0	0	0	44	0	2	40	6	101
Added	67	712	49	384	1220	533	293	617	84	62	358	139	4520
Total	67	712	49	384	1220	533	293	617	84	62	358	139	4520
#101 SR-49 / Project Access	0	640	0	0	452	0	0	0	0	0	0	0	1093
Base	0	0	0	111	75	0	0	0	0	102	0	68	356
Added	0	640	111	75	452	0	0	0	0	102	0	68	1449
Total	0	640	111	75	452	0	0	0	0	102	0	68	1449
#174 SR-49 / Project Service Access	0	587	0	0	415	0	0	0	0	0	0	0	1002
Base	0	0	0	111	74	0	0	0	0	68	0	0	355
Added	0	587	74	0	517	0	0	0	0	68	0	0	1357
Total	0	587	74	0	517	0	0	0	0	68	0	0	1357
#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	186	0	68	170	0	498
Total	0	0	0	0	0	0	0	186	0	68	170	0	498

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
PM Peak Hour

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
PM Peak Hour

Ione Casino
Impact Analysis Report
Level Of Service

Ione Casino
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	30	214	0	0	158	5	3	0	13	0	0	0
7 SR-49 / Main-	61	180	256	16	166	19	15	68	58	121	58	14
8 SR-49 / Poplar	42	571	0	0	352	7	7	0	46	0	0	0
9 SR-49 / Empir	131	571	6	3	418	7	10	1	107	1	7	2
10 SR-49 / SR-16	213	0	105	0	0	0	0	508	366	172	390	0
23 SR-16 / SR-12	10	0	196	0	0	0	0	682	19	128	485	0
24 SR-16 / Latro	0	0	144	0	0	6	5	527	0	0	320	97
25 SR-104 (Prest)	115	207	226	38	226	34	26	21	83	217	18	26
26 SR-104 (Main)	267	7	13	2	8	17	35	200	312	3	149	3
28 SR-88 / SR-12	0	0	0	0	0	3	0	223	218	426	0	312
101 SR-49 / Proje	0	640	111	75	452	0	0	0	0	0	102	0
174 SR-49 / Proje	0	698	74	0	517	0	0	0	0	0	68	0

Intersection	Base			Future			Change
	LOS	Vel	V/C	LOS	Vel	V/C	
# 6 SR-49 / Miller Way	A	9.3	0.000	A	9.8	0.000	+ 0.452 D/V
# 7 SR-49 / Main-Fiddletown	D	26.9	0.000	E	43.6	0.000	+16.678 D/V
# 8 SR-49 / Poplar	B	11.6	0.000	B	12.5	0.000	+ 0.887 D/V
# 9 SR-49 / Empire	D	25.9	0.000	D	31.7	0.000	+ 5.746 D/V
# 10 SR-49 / SR-16	E	47.9	0.000	F	198.7	0.000	+150.727 D/V
# 23 SR-16 / SR-124	C	15.4	0.000	C	21.4	0.000	+ 5.944 D/V
# 24 SR-16 / Latrobe (Anador)	C	20.7	0.000	D	29.5	0.000	+ 8.823 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	100.6	0.000	F	294.8	0.000	+194.216 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	24.9	0.000	E	46.3	0.000	+21.395 D/V
# 28 SR-88 / SR-124	B	12.1	0.000	B	13.3	0.000	+ 1.150 D/V
#101 SR-49 / Project Access	A	0.0	0.000	F	52.4	0.000	+52.408 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	E	40.2	0.000	+40.213 D/V

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) 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	???	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	???	No
#174 SR-49 / Project Service Access	???	No

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) 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 Stop Sign Stop Sign
 Lanes: 1 0 1 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0
 Final Vol.: 33 237 0 0 175 5 4 0 14 0 0 0 0
 ApproachDel: xxxxxx xxxxxx 9.8 xxxxxx

Signal Warrant Rule #1: [lanes=1] [control=stop]
 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=467]
 FAIL - Total volume less than 650 for intersection with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 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
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 1 0 0
Final Vol.: 64 189 268 17 174 20 16 72 61 126 61 14
ApproachDel: xxxxxx xxxxxx 16.9 43.6
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=148]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1081]
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=2.4]
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=1081]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 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
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
Final Vol.: 45 614 0 0 379 7 7 0 50 0 0 0 0
ApproachDel: xxxxxx xxxxxx 12.5 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=57]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1102]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 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 1 0 0 0 1 1 0 0 1 0 0 1 1 0 0

Final Vol.: 140 607 6 4 444 7 11 1 114 1 7

ApproachDel: xxxxxx xxxxxx 15.0

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=126]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1345]

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=1345]

SUCCESS - Total volume greater than or equal to 800 for intersection

with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
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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.: 221 0 109 0 0 0 0 0 0 527 379 178 405 0

ApproachDel: 198.7 xxxxxx xxxxxx

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

Signal Warrant Rule #1: (vehicle-hours=18.2)

SUCCESS - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=330]

SUCCESS - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=3] [total volume=1818]

SUCCESS - Total volume greater than or equal to 650 for intersection

with less than four approaches.

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
PM Peak Hour

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Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
PM Peak Hour

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Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
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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:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Lanes:	11 0 203	0 0 0 0 0	0 705 20	132 501 0
ApproachDel:	21.4	xxxxxxx	xxxxxxx	xxxxxxx

Approach[northbound] [lanes=2] [control=STOP]
 Signal Warrant Rule #1: [vehicle-hours=1.3]
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=21.3]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1571]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

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:	0 0 0 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0
Lanes:	0 0 0 0 0	0 0 1 0 0	0 1 0 0 0	0 0 0 1 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[southbound] [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=156]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1147]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

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Existing Plus Approved Plus Project B Phase 1 and 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
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	0 0 1 1 0 0
Final Vol.:	121 219 239	41 238 36	28 22 88	229 19 27
ApproachDel:	xxxxxx	xxxxxx	19.6	294.8

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=137]

SUCCESS - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1306]
 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=22.5]
 SUCCESS - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=275]
 SUCCESS - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1306]
 SUCCESS - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 2 (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:	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.:	283 7 13	2 8 18	37 213 330	4 158 4
ApproachDel:	46.3	12.1	xxxxxx	xxxxxx

Approach(northbound) [lanes=1] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=3.9]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=304]

SUCCESS - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1079]
 SUCCESS - 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=1079]
 SUCCESS - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday PM Peak Hour

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*****
***** 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 1 0
Final Vol.: 0 0 0 0 4 0 0 242 236 462 0 0 338 2
ApproachDel: xxxxxx 13.3 xxxxxx
*****
Approach(southbound) (lanes=2) (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=0.9)
Signal Warrant Rule #2: (approach volume >= 150 for two or more lane approach.
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1284)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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*****
***** 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.: 0 681 118 80 481 0 0 0 0 0 0 0 0 108 0 72
ApproachDel: xxxxxx xxxxxx xxxxxx
*****
Approach(westbound) (lanes=2) (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=2.6)
Signal Warrant Rule #2: (approach volume >= 150 for two or more lane approach.
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1540)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

```


Existing Plus Approved Plus Project B Phase 1 and 2 (2009) 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 East Bound West Bound

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

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

ApproachDel: xxxxxx xxxxxx xxxxxx 40.2 0 0

Approach(westbound)[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=72)

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

Signal warrant Rule #3: (approach count=3) [total volume=142]

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

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Friday
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 [9.8]

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

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

Volume Module:

Base Vol: 26 146 0 0 92 4 3 0 11

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: 30 166 0 0 105 5 3 0 13

Added Vol: 0 48 0 0 53 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0

Initial Fut: 30 214 0 0 158 5 3 0 13

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 33 237 0 0 175 5 4 0 14

Reduct Vol: 0 0 0 0 0 0 0 0 0

Final Vol: 33 237 0 0 175 5 4 0 14

Critical Gap Module:

Critical Gap: 4.2 xxxxx xxxxxx xxxxxx xxxxxx 6.4 xxxxx 6.2 xxxxxx xxxx xxxxxx

FollowUpPrm: 2.3 xxxxx xxxxxx xxxxxx xxxxxx 3.5 xxxxx 3.3 xxxxxx xxxx xxxxxx

Capacity Module:

Cnflct Vol: 180 xxxxx xxxxxx xxxxxx xxxxxx 480 xxxxx 177 xxxxx xxxxx xxxxx

Potent Cap.: 1360 xxxxx xxxxxx xxxxxx xxxxxx 548 xxxxx 871 xxxxx xxxxx xxxxx

Move Cap.: 1360 xxxxx xxxxxx xxxxxx xxxxxx 538 xxxxx 871 xxxxx xxxxx xxxxx

Volume/Cap: 0.02 xxxxx xxxxxx xxxxxx xxxxxx 0.01 xxxxx 0.02 xxxxx xxxxx xxxxx

Level of Service Module:

Queue: 0.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx

Stopped Del: 7.7 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: A * * * * *

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

Shared Queue: xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 769 xxxxxx xxxxx xxxxx xxxxx

Shrd StpDel: xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 9.8 xxxxxx xxxxx xxxxx

Shared LOS: * * * * * A * * * * *

ApproachDel: xxxxxx xxxxxx 9.8

ApproachLOS: A

Base Vol: 46 115 224 14 99 17 13 60 42 105 51 12

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: 52 131 255 16 113 19 15 68 48 120 58 14

Added Vol: 9 49 1 0 53 0 0 0 0 10 1 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 61 180 256 16 166 19 15 68 58 121 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 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: 64 189 268 17 174 20 16 72 61 126 61 14

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 64 189 268 17 174 20 16 72 61 126 61 14

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2

FollowupTm: 2.3 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Conflict Vol: 194 xxxxx xxxxxx 457 xxxxx xxxxxx 706 803 184 735 679 323

Potent Cap.: 1344 xxxxx xxxxxx 1073 xxxxx xxxxxx 353 319 864 338 376 723

Move Cap.: 1344 xxxxx xxxxxx 1073 xxxxx xxxxxx 286 299 864 244 352 723

Volume/Cap: 0.05 xxxxx xxxxx 0.02 xxxxx xxxxx 0.05 0.24 0.07 0.52 0.17 0.02

Level Of Service Module:

Queue: 0.2 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx 0.2 xxxxx xxxxx xxxxxx

Stopped Del: 7.8 xxxxx xxxxxx 8.4 xxxxx xxxxxx xxxxxx xxxxx 9.5 xxxxx xxxxx xxxxxx

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

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

Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 284 xxxxx

Shared Queue: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 5.0 xxxxxx

Shrd StpDel: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 43.6 xxxxxx

Shared LOS: * * * * * C * * * * * E * * * * *

ApproachDel: xxxxxx * * * * * 16.9 * * * * * 43.6 * * * * *

ApproachLOS: * * * * * C * * * * * E * * * * *

Base Vol: 34 449 0 0 253 6 6 0 38 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: 39 512 0 0 288 7 7 0 43 0 0 0

Added Vol: 3 59 0 0 64 0 0 0 3 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 42 571 0 0 352 7 7 0 46 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: 45 614 0 0 379 7 7 0 50 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 45 614 0 0 379 7 7 0 50 0 0 0

Critical Gap Module:

Critical Gp: 4.2 xxxxx xxxxxx xxxxxx xxxxx xxxxx 6.4 xxxxx

FollowupTm: 2.3 xxxxx xxxxxx xxxxxx xxxxx xxxxx 3.5 xxxxx

Capacity Module:

Conflict Vol: 386 xxxxx xxxxxx xxxxx xxxxx xxxxxx 1086 xxxxx 382 xxxxx xxxxx xxxxxx

Potent Cap.: 1140 xxxxx xxxxxx xxxxx xxxxx xxxxxx 242 xxxxx 669 xxxxx xxxxx xxxxxx

Move Cap.: 1140 xxxxx xxxxxx xxxxx xxxxx xxxxxx 234 xxxxx 669 xxxxx xxxxx xxxxxx

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 xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Stopped Del: 8.3 xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

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

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

Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 540 xxxxx xxxxx xxxxxx

Shared Queue: 0.1 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 0.4 xxxxx xxxxx xxxxxx

Shrd StpDel: 8.3 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 12.5 xxxxx xxxxx xxxxxx

Shared LOS: * * * * * B * * * * * * * * * * * * * * *

ApproachDel: xxxxxx * * * * * xxxxxx * * * * * 12.5 * * * * *

ApproachLOS: * * * * * B * * * * * * * * * * * * * * *

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) 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): 3.7 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 Uncontrolled Uncontrolled
Rights: Channel Include
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0

Volume Module:
Base Vol: 9 0 102 0 0 0 0 518 17 48 351 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: 10 0 116 0 0 0 0 590 19 55 400 0
Added Vol: 0 0 80 0 0 0 0 92 0 73 85 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 196 0 0 0 0 682 19 128 485 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 11 0 203 0 0 0 0 705 20 132 501 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 11 0 203 0 0 0 0 705 20 132 501 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx
FollowUpTm: 3.5 xxxxx
Capacity Module:
Conflict Vol: 1470 xxxxx
Potent Cap: 138 xxxxx
Move Cap: 122 xxxxx
Volume/Cap: 0.09 xxxxx

Level Of Service Module:
Queue: 0.3 xxxxx
Stopped Del: 37.3 xxxxx
LOS by Move: E C
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: 21.4 C
ApproachLOS: C

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

Intersection #24 SR-16 / Latrobe (Amador)
Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D [29.5]
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: Channel Include
Lanes: 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 0 126 0 5 4 382 0 0 206 85
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 0 144 0 6 5 435 0 0 235 97
Added Vol: 0 0 0 0 0 0 0 92 0 0 85 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 144 0 6 5 527 0 0 320 97
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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: 0 0 0 150 0 6 5 551 0 0 334 101
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 150 0 6 5 551 0 0 334 101

Critical Gap Module:
Critical Gp: xxxxx
FollowUpTm: xxxxx
Capacity Module:
Conflict Vol: xxxxx
Potent Cap: xxxxx
Move Cap: xxxxx
Volume/Cap: xxxxx

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

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

Intersection #25 SR-104 (Preston) / SR-124 (North)
 Average Delay (sec/veh): 65.2 Worst Case Level of Service: F(294.8)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 1 0 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	78	2	0	0	0	0	0	71	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	207	226	38	226	34	26	21	83	217	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	239	41	238	36	28	22	88	229	19	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	121	219	239	41	238	36	28	22	88	229	19	27

Critical Gap Module:
 Critical Gap: 4.2 xxxxxx 4.2 xxxxxx 7.1 6.5 6.2 7.2 6.6 6.3
 Followup/Prm: 2.3 xxxxxx 2.3 xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Conflict Vol: 274 xxxxxx 457 xxxxxx 941 1037 256 973 936 338
 Potenc Cap.: 1266 xxxxxx 1083 xxxxxx 245 233 788 229 262 697
 Move Cap.: 1266 xxxxxx 1083 xxxxxx 197 201 788 167 226 697
 Volume/Cap: 0.10 xxxxxx 0.04 xxxxxx 0.14 0.11 0.11 1.37 0.09 0.04

Level of Service Module:
 Queue: 0.3 xxxxxx 0.1 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx 0.1 xxxxxx xxxxxx
 Stopped Del: 8.1 xxxxxx 8.5 xxxxxx xxxxxx 8.5 xxxxxx xxxxxx 8.5 xxxxxx xxxxxx
 LOS by Move: 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 xxx xxx xxx xxx 382 xxx xxx 184 xxx
 Shared Queue: xxx xxx xxx xxx xxx xxx 1.6 xxx xxx 17.3 xxx
 Shrd StpDel: xxx xxx xxx xxx xxx xxx 19.6 xxx xxx 295 xxx
 Shared LOS: * * * * * C * * * * * F * * * * *
 ApproachDel: xxxxxx 19.6
 ApproachLOS: C

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

Intersection #26 SR-104 (Main) / SR-124 (Church)
 Average Delay (sec/veh): 13.7 Worst Case Level of Service: E(46.3)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 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:	77	0	0	0	0	0	0	1	70	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	7	13	2	8	17	35	200	312	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:	283	7	13	2	8	18	37	213	330	4	158	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	283	7	13	2	8	18	37	213	330	4	158	4

Critical Gap Module:
 Critical Gap: 7.2 6.6 6.3 7.2 6.6 6.3 4.2 xxxxxx xxxxxx 4.2 xxxxxx xxxxxx
 Followup/Prm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxxx xxxxxx 2.3 xxxxxx xxxxxx

Capacity Module:
 Conflict Vol: 633 622 378 630 785 160 162 xxxxxx xxxxxx 543 xxxxxx xxxxxx
 Potenc Cap.: 388 399 662 390 321 877 1393 xxxxxx xxxxxx 1006 xxxxxx xxxxxx
 Move Cap.: 363 387 662 368 311 877 1393 xxxxxx xxxxxx 1006 xxxxxx xxxxxx
 Volume/Cap: 0.78 0.02 0.02 0.01 0.03 0.02 0.03 xxxxxx xxxxxx 0.00 xxxxxx xxxxxx

Level of Service Module:
 Queue: xxxxxx xxx xxxxxx xxx xxxxxx 0.1 xxxxxx xxxxxx 0.0 xxxxxx xxxxxx
 Stopped Del: xxxxxx xxx xxxxxx xxx xxxxxx 7.7 xxxxxx xxxxxx 8.6 xxxxxx xxxxxx
 LOS by Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxx xxx xxx xxx xxx 533 xxxxxx xxx xxx xxx xxx xxx xxx
 Shared Queue: xxx xxx xxx xxx xxx xxx 0.2 xxxxxx xxxxxx xxx xxx xxx xxx xxx xxx
 Shrd StpDel: xxxxxx 46.3 xxxxxx xxxxxx 12.1 xxxxxx xxxxxx xxx xxx xxx xxx xxx xxx
 Shared LOS: * * * * * E * * * * * B * * * * * * * * * *
 ApproachDel: 46.3
 ApproachLOS: E B

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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(13.3)
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 Channel Uncontrolled Include
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 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: 1.14 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 3 0 156 145 423 0 0 309 2
Added Vol: 0 0 0 0 0 67 73 3 0 0 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 3 0 223 218 426 0 0 312 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 4 0 242 236 462 0 0 338 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 4 0 242 236 462 0 0 338 2
Critical Gap Module:
Critical Gp:xxxx xxxxxxxx 6.5 xxx 6.3 4.2 xxx xxx xxx xxx xxx xxx
FollowUpTim:xxxx xxx xxx 3.6 xxx 3.4 2.3 xxx xxx xxx xxx xxx xxx

Capacity Module:
Conflict Vol: 1273 xxx 339 341 xxx xxx xxx xxx xxx xxx
Potent Cap.: 179 xxx 689 1191 xxx xxx xxx xxx xxx xxx
Move Cap.: 152 xxx 689 1191 xxx xxx xxx xxx xxx xxx
Volume/Cap: 0.02 xxx 0.35 0.20 xxx xxx xxx xxx xxx xxx
Level Of Service Module:
Queue: xxx xxx xxx xxx 0.1 xxx 1.6 0.7 xxx xxx xxx xxx xxx
Stopped Del:xxxx xxx xxx 29.3 xxx 13.0 8.8 xxx xxx xxx xxx xxx
LOS by Move: * * * * * D * * * * * 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
SharedQueue:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: *
ApproachDel: xxxxxx * * * * * 13.3 * * * * *
ApproachLOS: * * * * * B

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

Intersection #101 SR-49 / Project Access
Average Delay (sec/veh): 6.7 Worst Case Level Of Service: F(52.4)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Include Stop Sign
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1
Volume Module:
Base Vol: 0 562 0 0 397 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
Initial Bse: 0 640 0 0 452 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 111 75 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0
Initial Fut: 0 640 111 75 452 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
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: 0 681 118 80 481 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 0
Final Vol.: 0 681 118 80 481 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gp:xxxx xxx xxx 4.2 xxx xxx xxx xxx xxx xxx 6.4 xxx 6.2
FollowUpTim:xxxx xxx xxx 2.3 xxx xxx xxx xxx xxx xxx 3.5 xxx 3.3

Capacity Module:
Conflict Vol: 799 xxx xxx xxx xxx xxx xxx xxx xxx xxx
Potent Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx 1380 xxx 740
Move Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx 161 xxx 420
Volume/Cap: xxx xxx xxx xxx 0.10 xxx xxx xxx xxx xxx 0.73 xxx 0.17
Level Of Service Module:
Queue: xxx xxx xxx xxx 0.3 xxx xxx xxx xxx xxx 4.4 xxx 0.6
Stopped Del:xxxx xxx xxx 10.0 xxx xxx xxx xxx xxx 77.1 xxx 15.3
LOS by Move: * * * * * 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 xxx
SharedQueue:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel:xxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: *
ApproachDel: xxxxxx * * * * * xxxxxx * * * * * 52.4
ApproachLOS: * * * * * F

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

Intersection #174 SR-49 / Project Service Access E [40.2]
Average Delay (sec/veh): 2.0 Worst Case Level Of Service: E [40.2]
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 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 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

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: 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330 1330
Potential Cap: 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172
Move Cap: 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172
Volume/Cap: 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42 0.42

Level of Service Module:
Queue: 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9 1.9
Stopped Del: 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2
LOS by Move: E E E E E E E E E E E E E E E E E E E
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172
Shared Queue: 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172 172
Shared StpDel: 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2
Shared LOS: E E E E E E E E E E E E E E E E E E E
ApproachDel: 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2 40.2
ApproachLOS: E E E E E E E E E E E E E E E E E E E

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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 I 12.4
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 1 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 Base: 0 0 0 3 0 153 142 414 0 0 302 2
Added Vol: 0 0 0 0 0 69 75 3 0 0 3 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 3 0 222 217 417 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 3 0 222 217 417 0 0 305 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 3 0 222 217 417 0 0 305 2

Critical Gap Module:
Critical Gap:xxxxx xxxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxxx xxxxx xxxxxx
FollowUpTim:xxxxx xxxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxxx xxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxx xxxxx xxxxx 1156 xxxxx 306 307 xxxxx xxxxx xxxxx xxxxx
Potenc Cap.: xxxx xxxxx xxxxx 211 xxxxx 720 1225 xxxxx xxxxx xxxxx xxxxx

Move Cap.: xxxx xxxxx xxxxx 183 xxxxx 720 1225 xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxx xxxxx xxxxx 0.02 xxxxx 0.31 0.18 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxxx xxxxx 0.1 xxxxx 1.3 0.6 xxxxx xxxxxx xxxxxx xxxxxx
Stopped Del:xxxxx xxxxx xxxxxx 25.1 xxxxx 12.2 8.6 xxxxx xxxxxx xxxxx xxxxxx

LOS by Move: * * * D * 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 xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #29 SR-88 / SR-12 (North)

Average Delay (sec/veh): 23.9 Worst Case Level Of Service: F [72.0]
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 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: 1.11 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 74 0 388 513 423 0 0 239 56
Added Vol: 0 0 0 0 0 58 63 0 0 0 0 0

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 74 0 446 576 423 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 74 0 446 576 423 0 0 239 56
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 0 74 0 446 576 423 0 0 239 56
Critical Gap Module:
Critical Gap:xxxxx xxxxxx 6.5 xxxxx 6.3 4.1 xxxxx xxxxxx xxxxxx xxxxxx

FollowUpTim:xxxxx xxxxxx 3.6 xxxxx 3.4 2.2 xxxxx xxxxxx xxxxxx xxxxxx
Capacity Module:
Conflict Vol: xxxx xxxxx xxxxx 1841 xxxxx 266 294 xxxxx xxxxx xxxxx xxxxx

Potent Cap.: xxxx xxxxx xxxxx 80 xxxxx 758 1256 xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxx xxxxx xxxxx 51 xxxxx 758 1256 xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxx xxxxx xxxxx 1.44 xxxxx 0.59 0.46 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxxx xxxxx 6.8 xxxxx 3.9 2.5 xxxxx xxxxxx xxxxxx xxxxxx
Stopped Del:xxxxx xxxxx xxxxxx 409.2 xxxxx 16.3 10.3 xxxxx xxxxxx xxxxx xxxxxx

LOS by Move: * * * F * C * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Average Delay (sec/veh): 148.1 Worst Case Level of Service: F(942.5)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Channel Include
 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: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
 Initial Base: 32 813 2 3 499 268 282 1 20 2 3 2
 Added Vol: 0 42 0 0 38 16 17 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 32 855 2 3 537 284 299 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: 32 855 2 3 537 284 299 1 20 2 3 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 32 855 2 3 537 284 299 1 20 2 3 2
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 Followuprim: 2.2 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3
 Capacity Module:
 Conflict Vol: 537 xxxxx xxxxxx 1467 1466 537 1617 1465 856
 Potent Cap.: 1041 xxxxx xxxxxx 767 xxxxx xxxxxx 105 127 540 82 127 355
 Move Cap.: 1041 xxxxx xxxxxx 767 xxxxx xxxxxx 99 122 540 77 122 355
 Volume/Cap: 0.03 xxxxx xxxxx 3.02 0.01 0.04 0.03 0.03 0.01
 Level of Service Module:
 Queue: 0.1 xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxx xxxxxx
 Stopped Del: 8.6 xxxxx xxxxx 9.7 xxxxx xxxxxx xxxxxx 11.9 xxxxxx xxxxx xxxxxx
 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 99 xxxxx xxxxxx xxxxx 124 xxxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 29.0 xxxxx xxxxxx xxxxx 0.2 xxxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 100.5 xxxxx xxxxxx xxxxx 35.9 xxxxxx
 Shared LOS: * * * * * F * * * * * B * * * * *
 ApproachDel: xxxxxx * * * * * 942.5 * * * * * 35.9
 ApproachLOS: * * * * * F * * * * * B

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #11 SR-88 / Kettleman
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.774
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.9
 Optimal Cycle: 59 Level of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected 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: 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 1.11
 Initial Base: 19 593 17 6 377 86 236 89 28 14 66 7
 Added Vol: 0 36 0 0 33 5 5 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 19 629 17 6 410 91 241 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: 19 629 17 6 410 91 241 89 28 14 66 7
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 19 629 17 6 410 91 241 89 28 14 66 7
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 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.: 19 629 17 6 410 91 241 89 28 14 66 7
 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
 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 1738 46 1702 1427 316 1188 439 137 302 1370 139
 Capacity Analysis Module:
 Vol/Sat: 0.01 0.36 0.36 0.00 0.29 0.29 0.20 0.20 0.20 0.05 0.05 0.05
 Crit Moves: **** * * * * *
 Green/Cycle: 0.05 0.40 0.40 0.05 0.40 0.40 0.23 0.23 0.23 0.12 0.12 0.12
 Volume/Cap: 0.22 0.90 0.90 0.06 0.72 0.72 0.90 0.90 0.90 0.40 0.40 0.40
 Delay/Veh: 28.2 31.1 31.1 27.0 18.3 18.3 45.1 45.1 45.1 25.3 25.3 25.3
 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: 28.2 31.1 31.1 27.0 18.3 18.3 45.1 45.1 45.1 25.3 25.3 25.3
 HCM2kAVG: 1 16 16 0 9 9 11 11 11 2 2 2

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

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C (20.5)
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.5
 Optimal Cycle: 0 Level Of Service: D

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

Control: Stop Sign Stop Sign 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.: 53 0 1 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
 Initial Bse: 59 0 1 0 0 0 0 0 477 144 0 230 0
 Added Vol.: 0 0 0 0 0 0 0 0 95 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut.: 59 0 1 0 0 0 0 0 569 144 0 317 0
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj.: 1.00 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 0 569 144 0 317 0
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 59 0 1 0 0 0 0 0 569 144 0 317 0

Critical Gap Module:
 Critical Gap: 6.4 xxxxx
 FollowupTime: 3.5 xxxxx
 Capacity Module:
 Critical Vol.: 641 xxxxx
 Potential Cap.: 288 xxxxx
 Move Cap.: 288 xxxxx
 Volume/Cap: 0.21 xxxxx
 Level Of Service Module:
 Queue: 0.8 xxxxx
 Stopped Del: 20.7 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 xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Stopped: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * *
 Approach Del: 20.5
 Approach LOS: 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): 1.000
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 34.5
 Optimal Cycle: 0 Level Of Service: D

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

Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 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.: 1.11 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.: 10 0 39 0 0 0 11 43 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 120 0 216 0 0 0 429 211 274 270 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: 120 0 216 0 0 0 429 211 274 270 0
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 120 0 216 0 0 0 429 211 274 270 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: 0.36 0.00 0.64 0.00 0.00 0.00 0.67 0.33 1.00 1.00 0.00
 Final Sat.: 202 0 363 0 0 0 429 211 514 554 0

Capacity Analysis Module:
 Vol/Sat: 0.60 xxxxx
 Crit Moves: * * * * *
 Delay/Veh: 18.0 0.0 18.0 0.0 0.0 0.0 58.9 17.1 15.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 18.0 0.0 18.0 0.0 0.0 0.0 58.9 17.1 15.0 0.0
 LOS by Move: C * * * * *
 Approach Del: 18.0
 Delay Adj: 1.00
 Approach Del: 18.0
 LOS by Appr: C

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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): 0.553
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
 Optimal Cycle: 31 Level Of Service: 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: 5 5 5 5 3 7 3 7
 Lanes: 0 0 0 1 0 1 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 0 94 0 0 86 0
 PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 0 0 1 8 2 94 192 711 0 1 367 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 94 192 711 0 1 367 9
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 1 8 2 94 192 711 0 1 367 9
 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 0 1 8 2 94 192 711 0 1 367 9

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 0.98 0.02
 Final Sat.: 0 0 1644 1163 332 1615 1753 1845 0 1753 1794 44

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 0.20 0.20
 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 0.85 0.00 0.01 0.91 0.91
 Delay/Veh: 0.0 0.0 10.9 11.0 11.0 4.5 8.3 16.1 0.0 12.7 34.7 34.7
 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: 0.0 0.0 10.9 11.0 11.0 4.5 8.3 16.1 0.0 12.7 34.7 34.7
 HCM2KAVG: 0 0 0 0 0 1 2 10 0 0 8 8

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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): 0.713
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.7
 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 Protected Protected
 Rights: Ovl Ovl
 Min. Green: 3 7 7 3 7 7 3 7
 Lanes: 1 0 1 0 1 1 0 1 0 1 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 94 0 0 86 0
 PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 98 130 37 37 76 118 208 788 119 30 389 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 76 118 208 788 119 30 389 37
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 98 130 37 37 76 118 208 788 119 30 389 37
 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.: 98 130 37 37 76 118 208 788 119 30 389 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 1664 157

Capacity Analysis Module:
 Vol/Sat: 0.05 0.07 0.02 0.02 0.04 0.07 0.12 0.43 0.08 0.02 0.23 0.23
 Crit Moves: ****
 Green/Cycle: 0.06 0.14 0.20 0.06 0.14 0.33 0.19 0.49 0.55 0.06 0.36 0.36
 Volume/Cap: 0.87 0.48 0.11 0.33 0.28 0.22 0.64 0.87 0.14 0.28 0.64 0.64
 Delay/Veh: 70.7 20.6 16.0 23.8 19.3 12.1 22.8 20.6 5.4 23.4 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: 70.7 20.6 16.0 23.8 19.3 12.1 22.8 20.6 5.4 23.4 15.1 15.1
 HCM2KAVG: 4 3 1 1 1 1 4 15 1 1 7 7

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

Intersection #44 SR-16 / Grant Lane
Cycle (sec): 0 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 96.1
Optimal Cycle: 180 Level of Service: F
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: 7 Include 7 Include 3 Include 3 Include
Min. Green: 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
Lanes: 0 0 0 1 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: 1.11 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 0 0 0 0 0 0 83 0 9 76 0
PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
Initial Fut: 0 242 67 117 348 60 86 908 2 55 471 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 67 117 348 60 86 908 2 55 471 43
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
MLF Adj: 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 67 117 348 60 86 908 2 55 471 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 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.96 0.96
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Sat.: 0 1445 400 412 1225 212 1753 1840 5 1753 1667 154
Capacity Analysis Module:
Vol/Sat: 0.00 0.17 0.17 0.28 0.28 0.28 0.05 0.49 0.49 0.03 0.28 0.28
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 1.05 1.05 1.05 1.05 1.05 0.66 1.05 1.05 1.05 0.66 0.66
Delay/Veh: 0.0 140 140.5 118.3 118 118.3 93.0 90.7 225.3 43.2 43.2
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: 0.0 140 140.5 118.3 118 118.3 93.0 90.7 225.3 43.2 43.2
HCM2KAVG: 0.23 23 36 36 36 6 59 59 6 22 22

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

Intersection #45 SR-16 / Sunrise
Cycle (sec): 0 Critical Vol./Cap. (X): 0.901
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 46.3
Optimal Cycle: 121 Level of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: 3 Include 3 Include 3 Include 3 Include
Min. Green: 1 0 0 1 0 1 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 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 Bse: 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 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 4 351 66 371 887 126 88 568 23 43 324 203
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 4 351 66 371 887 126 88 568 23 43 324 203
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
MLF Adj: 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.: 4 351 66 371 887 126 88 568 23 43 324 203
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 0.84 0.16 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1560 295 1805 1900 1615 1702 1792 1523 1702 1792 1523
Capacity Analysis Module:
Vol/Sat: 0.00 0.23 0.23 0.21 0.47 0.08 0.05 0.32 0.02 0.03 0.18 0.13
Crit Moves: ****
Green/Cycle: 0.02 0.28 0.28 0.25 0.51 0.59 0.08 0.34 0.37 0.03 0.29 0.54
Volume/Cap: 0.10 0.81 0.81 0.81 0.92 0.13 0.63 0.92 0.04 0.92 0.63 0.25
Delay/Veh: 58.7 50.3 50.3 53.1 41.9 11.2 62.4 58.0 24.6 161.6 39.9 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: 58.7 50.3 50.3 53.1 41.9 11.2 62.4 58.0 24.6 161.6 39.9 14.9
HCM2KAVG: 0.16 16 16 35 2 4 24 1 4 11 4

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

Intersection #44 SR-16 / Grant Lane
Cycle (sec): 0 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 96.1
Optimal Cycle: 180 Level of Service: F
Approach: North Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: 7 Include 7 Include 3 Include 3 Include
Min. Green: 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
Lanes: 0 0 0 1 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: 1.11 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 0 0 0 0 0 0 83 0 9 76 0
PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
Initial Fut: 0 242 67 117 348 60 86 908 2 55 471 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 67 117 348 60 86 908 2 55 471 43
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
MLF Adj: 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 67 117 348 60 86 908 2 55 471 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 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.96 0.96
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Sat.: 0 1445 400 412 1225 212 1753 1840 5 1753 1667 154
Capacity Analysis Module:
Vol/Sat: 0.00 0.17 0.17 0.28 0.28 0.28 0.05 0.49 0.49 0.03 0.28 0.28
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 1.05 1.05 1.05 1.05 1.05 0.66 1.05 1.05 1.05 0.66 0.66
Delay/Veh: 0.0 140 140.5 118.3 118 118.3 93.0 90.7 225.3 43.2 43.2
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: 0.0 140 140.5 118.3 118 118.3 93.0 90.7 225.3 43.2 43.2
HCM2KAVG: 0.23 23 36 36 36 6 59 59 6 22 22

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

Intersection #45 SR-16 / Sunrise
Cycle (sec): 0 Critical Vol./Cap. (X): 0.901
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 46.3
Optimal Cycle: 121 Level of Service: D
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: 3 Include 3 Include 3 Include 3 Include
Min. Green: 1 0 0 1 0 1 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 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 Bse: 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 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 4 351 66 371 887 126 88 568 23 43 324 203
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 4 351 66 371 887 126 88 568 23 43 324 203
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
MLF Adj: 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.: 4 351 66 371 887 126 88 568 23 43 324 203
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 0.84 0.16 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1560 295 1805 1900 1615 1702 1792 1523 1702 1792 1523
Capacity Analysis Module:
Vol/Sat: 0.00 0.23 0.23 0.21 0.47 0.08 0.05 0.32 0.02 0.03 0.18 0.13
Crit Moves: ****
Green/Cycle: 0.02 0.28 0.28 0.25 0.51 0.59 0.08 0.34 0.37 0.03 0.29 0.54
Volume/Cap: 0.10 0.81 0.81 0.81 0.92 0.13 0.63 0.92 0.04 0.92 0.63 0.25
Delay/Veh: 58.7 50.3 50.3 53.1 41.9 11.2 62.4 58.0 24.6 161.6 39.9 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: 58.7 50.3 50.3 53.1 41.9 11.2 62.4 58.0 24.6 161.6 39.9 14.9
HCM2KAVG: 0.16 16 16 35 2 4 24 1 4 11 4

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #45 SR-16 / Excelsior
 Average Delay (sec/veh): OVERFLOW Worst Case Level of Service: F[xxxxx]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0
 Volume Module:
 Base Vol: 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 2 1 0 0 0 0 54 0 2 50 1
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 20 48 66 11 145 80 118 651 194 111 374 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 66 11 145 80 118 651 194 111 374 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 20 48 66 11 145 80 118 651 194 111 374 20
 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: 1704 1601 748 1648 1688 384 394 xxxxx xxxxx 845 xxxxx xxxxx
 Potent Cap.: 73 107 416 80 95 668 1143 xxxxx xxxxx 775 xxxxx xxxxx
 Move Cap.: 0 82 416 30 73 668 1143 xxxxx xxxxx 775 xxxxx xxxxx
 Volume/Cap: xxxxx 0.58 0.16 0.36 2.00 0.12 0.10 xxxxx xxxxx 0.14 xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx 0.5 xxxxx xxxxx
 Stopped Del: xxxxxx xxxxx xxxxx xxxxx xxxxx 8.5 xxxxx xxxxx 10.4 xxxxx xxxxx
 LOS by Move: * * * * * A * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx 0 xxxxx xxxxx 95 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx 21.7 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx 766 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * F * * * * * * * * * *
 ApproachDel: xxxxxx
 ApproachLOS: F F 766.4 xxxxxx xxxxxx

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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #47 SR-16 / Bradshaw
 Average Delay (sec/veh): 0 Critical Vol./Cap. (X): 0.888
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 41.9
 Optimal Cycle: 108 Level of Service: D
 Approach: North Bound South 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 Protected Protected Protected
 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:
 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 2 7 0 0 0 0 45 0 2 41 6
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 66 697 48 376 1194 522 287 603 83 61 352 136
 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: 66 697 48 376 1194 522 287 603 83 61 352 136
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 66 697 48 376 1194 522 287 603 83 61 352 136
 Critical Gap Module:
 Critical Gap: 6.6 6.97 4.8 3.76 11.94 5.22 2.87 6.03 8.3 6.1 3.52 1.36
 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: 1704 1601 748 1648 1688 384 394 xxxxx xxxxx 845 xxxxx xxxxx
 Potent Cap.: 73 107 416 80 95 668 1143 xxxxx xxxxx 775 xxxxx xxxxx
 Move Cap.: 0 82 416 30 73 668 1143 xxxxx xxxxx 775 xxxxx xxxxx
 Volume/Cap: xxxxx 0.58 0.16 0.36 2.00 0.12 0.10 xxxxx xxxxx 0.14 xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx 0.5 xxxxx xxxxx
 Stopped Del: xxxxxx xxxxx xxxxx xxxxx xxxxx 8.5 xxxxx xxxxx 10.4 xxxxx xxxxx
 LOS by Move: * * * * * A * * * * * B * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxxxx 0 xxxxx xxxxx 95 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx 21.7 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx 766 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * F * * * * * * * * * *
 ApproachDel: xxxxxx
 ApproachLOS: F F 766.4 xxxxxx xxxxxx

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Saturday
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Scenario: 2009 Ex + Ap + Project B Saturday
 Scenario Report

Trip Generation Report

Command: 2009 Ex + Ap + Project B Saturday
 Volume: 2009 Ex + Ap Saturday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2009 Alt B (Ph II) Saturday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

Forecast for 2009 Alt B (Ph II) Saturday

Zone #	Subzone	Amount	Units	Rate		Trips		Total \$ Of Trips	Total % Of Trips
				In	Out	In	Out		
1	Ione Casino-	1.00	Ione Casino	342.00	335.00	342	335	677	100.0
	Zone 1 Subtotal					342	335	677	100.0

TOTAL 342 335 677 100.0

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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
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
23	24	25	26								
1	0.1	0.8	1.4	1.6							

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Turning Movement Report

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	25	0	0	0	0	0	24
Total	0	0	25	0	0	0	0	0	24
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	0	20	5	20
Total	5	0	0	0	0	0	20	5	20
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	16	4	0	16
Total	4	0	0	0	0	16	4	0	16
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	13	4	0	12
Total	4	0	0	0	0	13	4	0	12
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	13	0	0	12
Total	0	0	0	0	0	13	0	0	12
#6 SR-49 / Miller Way									
Base	14	179	0	0	111	5	1	0	21
Added	0	68	0	0	70	0	0	0	0
Total	14	247	0	0	181	5	1	0	21
#7 SR-49 / Main-Fiddletown									
Base	43	109	128	14	91	17	19	42	33
Added	13	69	1	0	70	0	0	13	1
Total	56	178	129	14	161	17	19	42	46
#8 SR-49 / Poplar									
Base	30	334	0	0	348	5	6	0	39
Added	4	83	0	0	84	0	0	4	0
Total	34	417	0	0	432	5	6	0	43
#9 SR-49 / Empire									
Base	59	330	3	1	383	11	21	0	194
Added	9	87	0	0	89	0	0	0	9
Total	68	417	3	1	472	11	21	0	203

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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	

#10 SR-49 / SR-16
 Base 289 0 115 0 0 0 165 187 191 238 0 1186
 Added 0 0 117 0 0 0 226 0 17 222 0 482
 Total 289 0 132 0 0 0 391 187 208 460 0 1668

#19 SR-49 / Sutter
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 8 0 0 0 0 8 0 0 0 0 0 0
 Total 0 8 0 0 0 0 8 0 0 0 0 0 0

#11 SR-49 / Main (Drytown)
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 17 0 0 17 0 0 0 0 0 0 0 34
 Total 0 17 0 0 17 0 0 0 0 0 0 0 34

#20 SR-49 / Hoffman
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 8 0 0 8 0 0 0 0 0 0 0 0
 Total 0 8 0 0 8 0 0 0 0 0 0 0 0

#12 SR-49 / Water-Anador Creek
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 6 0 0 0 0 0 6 0 6 0 0 0 12
 Total 6 0 0 0 0 0 6 0 6 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 7 0 1 7 0 0 0 0 0 0 0 16
 Total 0 7 0 1 7 0 0 0 0 0 0 0 16

#13 SR-49 / Coppher Flat
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 5 0 0 0 0 0 1 5 0 1 0 12
 Total 5 0 0 0 0 0 1 5 0 1 0 12

#22 SR-49 / SR-88 (South)
 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

#14 SR-49 / Eureka
 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 11 0 63 0 0 0 293 18 43 481 0 909
 Added 0 0 105 0 0 0 121 0 103 119 0 448
 Total 11 0 168 0 0 0 414 18 146 600 0 1357

#15 SR-49 / Church
 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

#24 SR-16 / Letrobe (Amador)
 Base 0 0 0 0 74 0 5 240 0 0 317 131 771
 Added 0 0 0 0 0 0 0 121 0 0 119 0 240
 Total 0 0 0 0 74 0 5 361 0 0 436 131 1011

#16 SR-49 / Ridge-SR-104 (Begin Anador Bypass)
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 9 0 0 9 4 4 0 0 0 0 0 26
 Total 0 9 0 0 9 4 4 0 0 0 0 0 26

#25 SR-104 (Preston) / SR-124 (North)
 Base 123 179 91 23 163 16 21 24 72 105 55 22 892
 Added 0 0 102 3 0 0 0 0 0 0 100 0 3 208
 Total 123 179 193 26 163 16 21 24 72 205 55 25 1100

#17 SR-49 / Jackson Gate-Ione Martell
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 9 0 0 8 0 0 0 0 0 0 0 17
 Total 0 9 0 0 8 0 0 0 0 0 0 0 17

#26 SR-104 (Main) / SR-124 (Church)
 Base 117 7 13 2 3 9 3 175 162 16 214 1 724
 Added 101 0 0 0 0 0 0 1 99 0 1 0 202
 Total 218 7 13 2 3 9 3 176 261 16 215 1 926

#18 SR-49 / SR-88 (North)
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added 0 0 0 8 0 0 0 0 0 0 0 9 17
 Total 0 0 0 8 0 0 0 0 0 0 0 9 17

#27 SR-104 / SR-88
 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

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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	248	96	3 301
Added	0	0	0	0	0	0	121	0	0 119
Total	75	0	5	0	0	0	369	96	3 420
#38 SR-16 / Murietta South Pkwy									
Base	0	1	0	3	0	81	129	342	1 0 379
Added	0	0	0	0	0	0	121	0	0 118
Total	0	1	0	3	0	81	129	463	1 0 497
#39 SR-16 / Murietta Pkwy									
Base	91	115	44	30	111	130	158	366	85 40 392
Added	0	0	0	0	0	0	120	0	0 118
Total	91	115	44	30	111	130	158	486	85 40 510
#40 SR-16 / Stone House									
Base	0	0	0	55	0	7	6	557	0 0 566
Added	0	0	0	0	0	0	120	0	0 118
Total	0	0	0	55	0	7	6	677	0 0 684
#41 SR-16 / Latrobe (Sac)									
Base	8	0	1	1	0	15	13	581	5 3 587
Added	0	0	0	0	0	0	120	0	0 118
Total	8	0	1	1	0	15	13	701	5 3 705
#42 SR-16 / Dillard									
Base	91	0	58	0	0	0	0	521	89 64 531
Added	0	0	2	0	0	0	0	119	0 2 116
Total	91	0	60	0	0	0	0	640	89 66 647
#43 SR-16 / Sloughhouse									
Base	0	0	40	0	0	0	0	681	3 33 656
Added	0	0	0	0	0	0	0	119	0 0 116
Total	0	0	40	0	0	0	0	800	3 33 772
#44 SR-16 / Grant Line									
Base	1	112	34	31	89	41	21	528	3 57 530
Added	0	0	12	0	0	0	0	107	0 12 105
Total	1	112	46	31	89	41	21	635	3 69 635
#45 SR-16 / Sunrise									
Base	7	214	36	255	275	68	59	268	10 35 322
Added	0	0	6	27	0	0	0	74	0 6 72
Total	7	214	42	282	275	68	59	342	10 41 404

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#28 SR-88 / SR-124									
Base	0	0	2	0	117	89	299	0	0 348
Added	0	0	0	0	94	96	4	0	0 4
Total	0	0	2	0	211	185	303	0	0 352
#29 SR-88 / SR-12 (North)									
Base	0	0	64	0	403	394	270	0	0 291
Added	0	0	0	0	75	81	0	0	0 0
Total	0	0	64	0	482	475	270	0	0 291
#30 SR-88 / SR-12 (South)									
Base	17	611	1	3	456	268	309	1	27 1 0
Added	0	53	0	0	52	22	0	0	0 0
Total	17	664	1	3	508	290	311	1	27 1 0
#31 SR-88 / Kettleman									
Base	25	459	5	6	374	89	177	43	23 10 55
Added	0	47	0	0	46	7	0	0	0 0
Total	25	506	5	6	420	96	184	43	23 10 55
#32 SR-12 / SR-99 SB Ramps									
Base	0	0	0	0	0	0	0	0	0 0
Added	0	0	0	0	0	0	2	0	20 2 0
Total	0	0	0	0	0	0	2	0	20 2 0
#33 SR-12 / SR-99 NB Ramps									
Base	0	0	0	0	0	0	0	0	0 0
Added	0	0	20	0	0	2	0	21	0 43
Total	0	0	20	0	0	2	0	21	0 43
#34 Kettleman / SR-99 SB Ramps									
Base	0	0	0	0	0	0	0	0	0 0
Added	0	0	0	0	5	0	12	0	0 6
Total	0	0	0	0	5	0	12	0	0 6
#35 Kettleman / SR-99 NB Ramps									
Base	0	0	0	0	0	0	0	0	0 0
Added	0	0	0	0	0	5	6	0	0 6
Total	0	0	0	0	0	5	6	0	0 6
#36 SR-49 / Pleasant Valley									
Base	147	0	198	0	0	0	258	136	157 219
Added	14	0	54	0	0	0	0	14	55 0
Total	161	0	252	0	0	0	258	150	212 219

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Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru					
#46 SR-16 / Excelsior													
Base	24	35	30	21	58	75	68	281	58	22	371	8	1052
Added	0	0	3	1	0	0	0	69	0	3	68	1	145
Total	24	35	33	22	58	75	68	350	58	25	439	9	1197
#47 SR-16 / Bradshaw													
Base	57	482	41	183	610	91	111	266	58	47	321	155	2409
Added	0	0	3	9	0	0	0	57	0	3	56	9	137
Total	57	482	44	192	610	91	111	323	58	50	377	164	2546
#101 SR-49 / Project Access													
Base	0	393	0	0	0	0	0	0	0	0	0	0	973
Added	0	0	146	98	0	0	0	0	0	143	0	96	483
Total	0	393	146	98	580	0	0	0	0	143	0	96	1456
#174 SR-49 / Project Service Access													
Base	0	393	0	0	0	0	0	0	0	0	0	0	973
Added	0	146	98	0	143	0	0	0	0	96	0	0	483
Total	0	539	98	0	723	0	0	0	0	96	0	0	1456
#176 Internal Project Intersection													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	98	0	0	0	0	244	0	96	239	0	677
Total	0	0	98	0	0	0	0	244	0	96	239	0	677

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Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	R	L	T	R	L	T				
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	0	74	0	5	5	240	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

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Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	L	T	L	T	L	T				
6 SR-49 / Mille	14	247	0	0	181	5	1	0	21	0	0	0
7 SR-49 / Main-	56	178	129	14	161	17	19	42	46	178	89	16
8 SR-49 / Popla	34	417	0	0	432	5	6	0	43	0	0	0
9 SR-49 / Empir	68	417	3	1	472	11	21	0	203	3	2	0
10 SR-49 / SR-16	289	0	132	0	0	0	0	391	187	208	460	0
23 SR-16 / SR-12	11	0	168	0	0	0	0	414	18	146	600	0
24 SR-16 / Latro	0	0	0	74	0	5	5	361	0	0	436	131
25 SR-104 (Prest)	123	179	193	26	163	16	21	24	72	205	55	25
26 SR-104 (Main)	218	7	13	2	3	9	3	176	261	16	215	1
28 SR-88 / SR-12	0	0	0	2	0	211	185	303	0	0	352	2
101 SR-49 / Proje	0	393	146	98	580	0	0	0	0	1.43	0	96
174 SR-49 / Proje	0	539	98	0	723	0	0	0	0	0	96	0

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change
	Del/ LOS	Veh C	Del/ LOS	Veh C	
# 6 SR-49 / Miller Way	A	9.0	A	9.5	+ 0.457 D/V
# 7 SR-49 / Main-Fiddletown	C	21.8	E	40.9	+19.144 D/V
# 8 SR-49 / Poplar	B	11.4	B	12.5	+ 1.097 D/V
# 9 SR-49 / Empire	D	27.8	E	40.5	+12.686 D/V
# 10 SR-49 / SR-16	F	63.7	F	375.7	+311.966 D/V
# 23 SR-16 / SR-124	B	11.7	B	14.9	+ 3.118 D/V
# 24 SR-16 / Latrobe (Amador)	C	15.3	C	20.8	+ 5.588 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	54.1	F	261.3	+207.241 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	17.6	D	30.9	+13.327 D/V
# 28 SR-88 / SR-124	B	11.8	B	13.4	+ 1.604 D/V
#101 SR-49 / Project Access	A	0.0	F	96.7	+96.701 D/V
#174 SR-49 / Project Service Access	A	0.0	F	76.0	+76.044 D/V

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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-15	???	NO
# 23 SR-15 / SR-124	???	Yes
# 24 SR-15 / 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

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 0
Final Vol.: 15 267 0 0 195 5 1 0 0 22 0 0 0
ApproachDel: xxxxxx xxxxxx 9.5 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=505)
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Saturday
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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 0 0 0 1 0 0 1 0 0 0

Final Vol.: 57 182 131 14 164 17 20 43 47 181 91 16

ApproachDel: xxxxxx xxxxxx 13.8

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=110]

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

Signal Warrant Rule #3: [approach count=4][total volume=964]

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=3.3]

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

Signal Warrant Rule #2: [approach volume=288]

SUCCESS - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=964]

SUCCESS - Total volume greater than or equal to 800 for intersection

with four or more approaches.

Ione Casino
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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

Final Vol.: 36 442 0 0 0 0 1 0 0 0 1 0 0 6 0 45 0 0 0 0

ApproachDel: xxxxxx xxxxxx 12.5

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=51]

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

Signal Warrant Rule #3: [approach count=3][total volume=991]

SUCCESS - Total volume greater than or equal to 650 for intersection

with less than four approaches.

Ione Casino
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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 1 0 0 0
 Final Vol.: 75 460 4 1 520 13 23 0 224 4 3 0
 ApproachDel: xxxxxx 17.1

 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=246)
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=4) (total volume=1326)
 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=1326)
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
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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 0 136 0 0 0 0 0 0 403 192 215 474 0
 ApproachDel: 375.7 xxxxxx

 Approach(northbound) (lanes=2) (control=Stop)
 Signal Warrant Rule #1: (vehicle-hours=45.3)
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
 Signal Warrant Rule #2: (approach volume=434)
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=3) (total volume=1718)
 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=45.3)
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
 Signal Warrant Rule #2: (approach volume=434)
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=3) (total volume=1718)
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Saturday
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***** 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: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0
Final Vol.: 12 0 181 0 0 0 0 0 0 448 20 158 649 0
ApproachDel: 14.9 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=194]
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.

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***** 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 1 0 0 0 1 0 0 0 0 1 0
Final Vol.: 0 0 0 0 0 78 0 5 382 0 0 461 139
ApproachDel: xxxxxx 20.8 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=1069]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Saturday PM Peak Hour

One 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 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.: 137 199 215 29 181 18 23 27 80 228 61 27
ApproachDel: xxxxxx 18.4 261.3

Approach[westbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=23.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=316]
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[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=1225]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Saturday PM Peak Hour

One 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 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
Final Vol.: 239 7 14 2 4 10 4 194 286 17 236 1
ApproachDel: 30.9 12.0 xxxxxx

Approach[northbound][lanes=1][control=Stop]
Signal Warrant Rule #1: [vehicle-hours=2.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=261]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1015]
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=1015]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) 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 0 1 0 0 0 0 0 0 0 1 0
 Final Vol.: 0 0 0 0 2 0 226 198 324 0 0 376 2
 ApproachDel: xxxxxx 13.4 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=228]
 SUCCEEDED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1128]
 SUCCEEDED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Existing Plus Approved Plus Project B Phase 1 and 2 (2009) 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.: 0 433 161 108 639 0 0 0 0 0 0 158 0 106
 ApproachDel: xxxxxx xxxxxx
 Approach[westbound] [lanes=2] [control=stop]
 Signal Warrant Rule #1: [vehicle-hours=7.1]
 SUCCEEDED - Vehicle-hours >= 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=264]
 SUCCEEDED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1605]
 SUCCEEDED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) 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
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 1 0 0 0 0 0 0 0 1 0 0 0 1
Final Vol.: 0 594 108 0 797 0 0 0 0 0 0 0 106 0 0
ApproachDel: xxxxxx xxxxxx
Approach(westbound) [lanes=2] [control=Stop] 76.0

Signal Warrant Rule #1: [vehicle-hours=2.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=106]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] (total volume=1605)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Saturday
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): 0.7 Worst Case Level of Service: A (9.5)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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 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 68 0 0 70 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 14 247 0 0 181 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 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 0.93
PHF Volume: 15 267 0 0 195 5 1 0 22 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 15 267 0 0 195 5 1 0 22 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx
FollowupPfm: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 200 xxxxx xxxxx xxxxx xxxxx xxxxx 494 xxxxx 197 xxxxx xxxxx xxxxx
Potent Cap.: 1337 xxxxx xxxxx xxxxx xxxxx xxxxx 539 xxxxx 849 xxxxx xxxxx xxxxx
Move Cap.: 1337 xxxxx xxxxx xxxxx xxxxx xxxxx 534 xxxxx 849 xxxxx xxxxx xxxxx
Volume/Cap: 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx 0.03 xxxxx xxxxx xxxxx
Level of Service Module:
Queue: 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.7 xxxxx xxxxx 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 Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 823 xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.5 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx * A * * * * *
ApproachLOS: * * * * * A

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

Intersection #7 SR-49 / Main-Fiddletown
 Average Delay (sec/veh): 14.4 Worst Case Level Of Service: E(40.9)
 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: Uncontrolled Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 1 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: 13 69 1 0 70 0 0 0 13 1 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 56 178 129 14 161 17 19 42 46 178 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: 57 182 131 14 164 17 20 43 47 181 91 16
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 57 182 131 14 164 17 20 43 47 181 91 16

Critical Gap Module:
 Critical Gap: 4.2 xxxxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
 FollowUpTm: 2.3 xxxxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
 Conflict Vol: 182 xxxxx xxxxx 313 xxxxx xxxxx 616 629 173 608 572 247
 Potent Cap.: 1358 xxxxx xxxxx 1214 xxxxx xxxxx 405 402 876 411 433 796
 Move Cap.: 1358 xxxxx xxxxx 1214 xxxxx xxxxx 316 380 876 340 409 796
 Volume/Cap: 0.04 xxxxx xxxxx 0.01 xxxxx xxxxx 0.06 0.11 0.05 0.53 0.22 0.02

Level Of Service Module:
 Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
 Stopped Del: 7.8 xxxxx xxxxx 8.0 xxxxx xxxxx xxxxx xxxxx 9.3 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 xxxxx xxxxx xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * C * * * * * E * * * * *
 ApproachDel: xxxxxx * * * * * 13.8 B 40.9 E
 ApproachLOS: *

Ione Casino
 Existing Plus Approved Plus Project B Phase 1 and 2 (2009) Saturday
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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(12.5)
 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: Uncontrolled Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include Include
 Lanes: 0 1 0 0 0 0 1 0 0 1 1 0 0 0 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: 4 83 0 0 84 0 0 0 4 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 34 417 0 0 432 5 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
 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: 36 442 0 0 457 5 6 0 45 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 36 442 0 0 457 5 6 0 45 0 0 0

Critical Gap Module:
 Critical Gap: 4.2 xxxxx xxxxxx xxxxxx xxxxxx 6.4 xxxxx 6.2 xxxxxx xxxxx xxxxxx
 FollowUpTm: 2.3 xxxxx xxxxxx xxxxxx xxxxxx 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxxx

Capacity Module:
 Conflict Vol: 462 xxxxx xxxxx xxxxx xxxxx xxxxx 972 xxxxx 460 xxxxx xxxxx xxxxx
 Potent Cap.: 1068 xxxxx xxxxx xxxxx xxxxx xxxxx 282 xxxxx 606 xxxxx xxxxx xxxxx
 Move Cap.: 1068 xxxxx xxxxx xxxxx xxxxx xxxxx 275 xxxxx 606 xxxxx xxxxx xxxxx
 Volume/Cap: 0.03 xxxxx xxxxx xxxxx xxxxx xxxxx 0.02 xxxxx 0.07 xxxxx xxxxx xxxxx

Level Of Service Module:
 Queue: 0.1 xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 8.5 xxxxx xxxxxx xxxxxx 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 xxxxx xxxxx xxxxx
 SharedQueue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: xxxxxx * * * * * 12.5 B xxxxxx *
 ApproachLOS: *

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #9 SR-49 / Empire
 Average Delay (sec/veh): 3.9 Worst Case Level of Service: E(40.5)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 1 0 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.: 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14 1.14
 Initial Base: 59 330 3 1 383 11 21 0 194 3 2 0
 Added Vol.: 9 87 0 0 89 0 0 0 9 0 0 0
 PasserbyVol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 68 417 3 1 472 11 21 0 203 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
 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: 75 460 4 1 520 13 23 0 224 4 3 0
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 75 460 4 1 520 13 23 0 224 4 3 0
 Critical Gap Module:
 Critical Gap: 4.2 xxx xxxxxx 7.1 xxx 6.2 7.1 6.5 xxxxxx
 FollowUpTim: 2.3 xxx xxxxxx 3.5 xxx 3.3 3.5 4.0 xxxxxx
 Capacity Module:
 Conflict Vol.: 533 xxx xxxxxx 464 xxx xxxxxx 1143 xxx 527 1253 1148 xxxxxx
 Potent Cap.: 1005 xxx xxxxxx 1066 xxx xxxxxx 179 xxx 555 150 200 xxxxxx
 Move Cap.: 1005 xxx xxxxxx 1066 xxx xxxxxx 166 xxx 555 84 185 xxxxxx
 Volume/Cap.: 0.07 xxx xxx 0.80 xxx xxx 0.14 xxx 0.40 0.04 0.01 xxx
 Level of Service Module:
 Queue: 0.2 xxx xxxxxx 0.0 xxx xxxxxx xxxxxx 1.9 xxx xxxxxx
 Stopped Del.: 8.9 xxx xxxxxx 8.4 xxx xxxxxx xxxxxx 15.8 xxx xxxxxx
 LOS by Move: A * * * * * A * * * * * C * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx 166 xxx xxxxxx 108 xxx xxxxxx
 SharedQueue: xxx xxx xxxxxx xxx xxx xxxxxx 0.5 xxx xxxxxx 0.2 xxx xxxxxx
 Shrd StpDel: xxx xxx xxxxxx xxx xxx xxxxxx 30.0 xxx xxxxxx 40.5 xxx xxxxxx
 Shared LOS: * * * * * * * * * * D * * * * * E * * * * *
 ApproachDel: xxxxxx * * * * * xxxxxx * * * * * 17.1 C 40.5 E
 ApproachLOS: * E

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #10 SR-49 / SR-16
 Average Delay (sec/veh): 96.0 Worst Case Level of Service: F(375.7)
 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 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 0 101 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 0 165 187 191 238 0
 Added Vol.: 0 0 17 0 0 0 0 0 0 0 226 0 17 222 0
 PasserbyVol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 289 0 132 0 0 0 0 0 0 0 391 187 208 460 0
 User Adj.: 1.00 1.00 1.00 1.00 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 0 136 0 0 0 0 0 0 0 403 192 215 474 0
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 298 0 136 0 0 0 0 0 0 0 403 192 215 474 0
 Critical Gap Module:
 Critical Gap: 6.5 xxx 6.3 xxx xxx xxx xxx xxx xxx xxx xxx 4.2 xxx xxxxxx
 FollowUpTim: 3.6 xxx 3.4 xxx xxx xxx xxx xxx xxx xxx xxx 2.3 xxx xxxxxx
 Capacity Module:
 Conflict Vol.: 1306 xxx 403 xxx xxx xxx xxx xxx xxx xxx xxx 403 xxx xxxxxx
 Potent Cap.: 171 xxx 635 xxx xxx xxx xxx xxx xxx xxx xxx 1124 xxx xxxxxx
 Move Cap.: 146 xxx 635 xxx xxx xxx xxx xxx xxx xxx xxx 1124 xxx xxxxxx
 Volume/Cap.: 2.04 xxx 0.21 xxx xxx xxx xxx xxx xxx xxx 0.19 xxx xxx
 Level of Service Module:
 Queue: 23.7 xxx 0.8 xxx xxx xxx xxx xxx xxx xxx xxx 0.7 xxx xxxxxx
 Stopped Del.: 541.6 xxx 12.2 xxx xxx xxx xxx xxx xxx xxx 9.0 xxx xxxxxx
 LOS by Move: F * * * * * B * * * * * * * * * * * 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 xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
 Shrd StpDel: xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
 Shared LOS: *
 ApproachDel: 375.7 F * * * * * xxxxxx * * * * * xxxxxx * * * * *
 ApproachLOS: * F

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Level of Service Computation Report
2000 HCM Unsignalized Method [Future Volume Alternative]
Intersection #23 SR-16 / SR-124
Average Delay (sec/veh): 2.9 Worst Case Level of Service: B (14.9)

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 Uncontrolled 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 0 267 16 38 422 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: 11 0 63 0 0 0 0 281 18 43 481 0
Added Vol: 0 0 105 0 0 0 0 121 0 103 119 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 11 0 168 0 0 0 0 414 18 146 600 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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: 12 0 181 0 0 0 0 448 20 158 649 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 12 0 181 0 0 0 0 448 20 158 649 0

Critical Gap Module:
Critical Gap: 6.4 xxx 6.3 xxx 6.3 xxx 6.3 xxx 6.3 xxx 4.2 xxx
Critical Gp: 6.4 xxx 6.3 xxx 6.3 xxx 6.3 xxx 6.3 xxx 2.3 xxx
FollowUpTim: 3.5 xxx 3.3 xxx 3.3 xxx 3.3 xxx 3.3 xxx 3.3 xxx

Capacity Module:
Conflict Vol: 144 xxx 448 xxx 448 xxx 448 xxx 448 xxx 448 xxx
Potential Vol: 149 xxx 605 xxx 605 xxx 605 xxx 605 xxx 1081 xxx
Move Cap.: 133 xxx 605 xxx 605 xxx 605 xxx 605 xxx 1081 xxx
Volume/Cap: 0.09 xxx 0.30 xxx 0.30 xxx 0.30 xxx 0.30 xxx 0.15 xxx

Level of Service Module:
Queue: 0.3 xxx 1.3 xxx 1.3 xxx 1.3 xxx 1.3 xxx 0.5 xxx
Stopped Del: 34.9 xxx 13.5 xxx 13.5 xxx 13.5 xxx 13.5 xxx 8.9 xxx
LOS by Move: D * B * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx
SharedQueue: xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: * * * * *
ApproachDel: 14.9 B xxxxxx
ApproachLOS: B xxxxxx

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Level of Service Computation Report
2000 HCM Unsignalized Method [Future Volume Alternative]
Intersection #24 SR-16 / Latrobe (Amador)
Average Delay (sec/veh): 1.7 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 L T R
Control: Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 65 0 4 211 0 0 278 115
Growth Adj: 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 74 0 5 240 0 0 317 131
Added Vol: 0 0 0 0 0 0 0 121 0 0 119 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 74 0 5 361 0 0 436 131
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 78 0 5 382 0 0 461 139
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 78 0 5 382 0 0 461 139

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

Capacity Module:
Conflict Vol: xxx xxx xxx 922 xxx 530 599 xxx
Potential Vol: xxx xxx xxx 303 xxx 553 973 xxx
Move Cap.: xxx xxx xxx 301 xxx 553 973 xxx
Volume/Cap: xxx xxx xxx 0.26 xxx 0.01 0.00 xxx

Level of Service Module:
Queue: xxx xxx xxx xxx xxx 0.0 xxx
Stopped Del: xxx xxx xxx xxx xxx 8.7 xxx
LOS by Move: * * * * * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxx xxx 310 xxx
SharedQueue: xxx xxx xxx xxx xxx 1.1 xxx
Shrd StpDel: xxx xxx xxx xxx xxx 20.8 xxx
Shared LOS: * * * * * C * A *
ApproachDel: xxxxxx 20.8 xxxxxx
ApproachLOS: C xxxxxx

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

Average Delay (sec/veh): 70.5 Worst Case Level Of Service: F(261.3)

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
Rights: Include Include Include
Lanes: 0 1 0 0 0 1 0 0 0 1 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
Initial Bse: 123 179 91 23 163 16 21 24 72 105 55 22
Added Vol: 0 0 102 3 0 0 0 0 0 0 100 0 3
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 123 179 193 26 163 16 21 24 72 205 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 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: 137 199 215 29 181 18 23 27 80 228 61 27
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 137 199 215 29 181 18 23 27 80 228 61 27
Critical Gap Module:
Critical Gp: 4.2 xxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
FollowUpTm: 2.3 xxxx xxxxx 2.3 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 199 xxxx xxxxx 414 xxxx xxxxx 873 936 190 882 838 307
Potent Cap: 1350 xxxx xxxxx 1123 xxxx xxxxx 273 267 857 264 299 726
Move Cap: 1350 xxxx xxxxx 1123 xxxx xxxxx 194 232 857 196 259 726
Volume/Cap: 0.10 xxxx xxxxx 0.03 xxxx xxxxx 0.12 0.12 0.09 1.16 0.23 0.04

Level Of Service Module:
Queue: 0.3 xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.0 xxxx xxxxx 8.3 xxxx 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: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 397 xxxxx 220 xxxxx
SharedQueue:xxxx xxxx xxxxx xxxxx xxxxx xxxxx 1.4 xxxx xxxxx 18.4 xxxxx
Shrd StpDel:xxxx xxxx xxxxx xxxxx xxxxx 18.4 xxxxx 261 xxxxx
Shared LOS: * * * * * C * * * * * F * * * * *
ApproachDel: xxxxxx * * * * * 18.4 * * * * * 261.3
ApproachLOS: * * * * * C * * * * * F

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

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: D(30.9)

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
Rights: Include Include Include
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 103 6 11 2 3 8 3 154 142 14 188 1
Growth Adj: 1.14 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: 101 0 0 0 0 0 0 0 0 1 99 0 1 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 218 7 13 2 3 9 3 176 261 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 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 14 2 4 10 4 194 286 17 236 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 239 7 14 2 4 10 4 194 286 17 236 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
FollowUpTm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxx xxxxx 2.3 xxxx xxxxx

Capacity Module:
Conflict Vol: 622 616 336 626 759 237 237 xxxxx xxxxx 479 xxxxx xxxxx
Potent Cap: 395 402 699 392 333 795 1307 xxxx xxxxx 1062 xxxx xxxxx
Move Cap: 380 394 699 373 326 795 1307 xxxx xxxxx 1062 xxxx xxxxx
Volume/Cap: 0.63 0.02 0.02 0.01 0.01 0.01 0.00 xxxx xxxxx 0.02 xxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxx xxxxx 0.1 xxxx xxxxx
Stopped Del:xxxx xxxx xxxxx xxxxx xxxxx xxxxx 7.8 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 390 xxxxx xxxx 528 xxxxx xxxx xxxx xxxxx xxxx xxxxx
SharedQueue:xxxx 4.7 xxxxx xxxxx 0.1 xxxxx xxxxx xxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxx 30.9 xxxxx xxxxx 12.0 xxxxx xxxxx xxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * B * * * * * * * * * *
ApproachDel: 30.9 * * * * * 12.0 * * * * * xxxxxx *
ApproachLOS: * * * * * B * * * * *

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

Intersection #28 SR-88 / SR-124
 Average Delay (sec/veh): 4.3 Worst Case Level of Service: B [13.4]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R 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 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
 Initial Bse: 0 0 0 2 0 117 89 299 0 0 348 2
 Added Vol: 0 0 0 0 0 94 96 4 0 0 4 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 2 0 211 185 303 0 0 352 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: 0 0 0 2 0 226 198 324 0 0 376 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 2 0 226 198 324 0 0 376 2

Critical Gap Module:
 Critical Gap: 6.5 xxx 6.3 4.2 xxx xxx xxx xxx xxx
 Followupprim: 3.6 xxx 3.4 2.3 xxx xxx xxx xxx xxx
 Capacity Module:
 Conflict Vol: 1096 xxx 377 378 xxx xxx xxx xxx xxx
 Potent Cap: 230 xxx 656 1153 xxx xxx xxx xxx xxx
 Move Cap: 200 xxx 656 1153 xxx xxx xxx xxx xxx
 Volume/Cap: 0.01 xxx 0.34 0.17 xxx xxx xxx xxx xxx

Level of Service Module:
 Queue: 0.0 xxx 1.5 0.6 xxx xxx xxx xxx xxx
 Stopped Del: 23.3 xxx 13.3 8.8 xxx xxx xxx xxx 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 xxx
 Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx
 Shared LOS: A A A
 ApproachDel: 13.4
 ApproachLOS: B

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

Intersection #101 SR-49 / Project Access
 Average Delay (sec/veh): 16.5 Worst Case Level of Service: F [96.7]
 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 0 1 0 0 0 1 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
 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: 0 393 0 0 580 0 0 0 0 0 0 0 0
 Added Vol: 0 0 0 146 98 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 393 146 98 580 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volume: 0 433 161 108 639 0 0 0 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 433 161 108 639 0 0 0 0 0 0 0 0

Critical Gap Module:
 Critical Gap: 4.2 xxx xxx xxx xxx xxx xxx xxx
 Followupprim: 2.3 xxx xxx xxx xxx xxx xxx xxx
 Capacity Module:
 Conflict Vol: 594 xxx xxx xxx xxx xxx xxx xxx
 Potent Cap: 953 xxx xxx xxx xxx xxx xxx xxx
 Move Cap: 953 xxx xxx xxx xxx xxx xxx xxx
 Volume/Cap: 0.11 xxx xxx xxx xxx xxx xxx xxx

Level of Service Module:
 Queue: 0.4 xxx xxx xxx xxx xxx xxx xxx
 Stopped Del: 9.3 xxx xxx xxx xxx xxx xxx xxx
 LOS by Move: A A 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: A A A
 ApproachDel: xxx xxx xxx xxx xxx xxx xxx
 ApproachLOS: xxx xxx xxx xxx xxx xxx xxx

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

Intersection #174 SR-49 / Project Service Access
 Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F (76.0)

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
Right:	Include	Include	Include	Include	Include	Include
Lanes:	0	0	1	0	0	0
	0	0	1	0	0	0

Volume Module:

	0	345	0	0	509	0	0	0	0	0	0
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:	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	393	0	0	580	0	0	0	0	0	0
Added Vol:	0	146	98	0	143	0	0	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	539	98	0	723	0	0	0	0	96	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	594	108	0	797	0	0	0	0	106	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	594	108	0	797	0	0	0	0	106	0

Critical Gap Module:
 Critical Gp:xxxxx
 FollowUpTim:xxxxx

Capacity Module:
 Conflict Vol:xxxxx
 Potent Cap.:xxxxx
 Move Cap.:xxxxx
 Volume/Cap:xxxxx

Level Of Service Module:
 Queue:xxxxx
 Stopped Del:xxxxx
 LOS by Move:xxxxx

Movement: L - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.:xxxxx
 Shared Queue:xxxxx
 Shared StpDel:xxxxx
 Shared LOS:xxxxx
 ApproachDel:xxxxx
 ApproachLOS:xxxxx

 76.0
 F

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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 #29 SR-88 / SR-12 (North)
Average Delay (sec/veh): 13.0 Worst Case Level of Service: D (30.5)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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 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 0 1 0

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

Volume Module:
Base Vol: 0 0 0 0 56 0 354 346 237
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 1.11

Volume Module:
Base Vol: 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 1.11 1.11 1.11 1.11 1.11 1.11 1.11

Critical Gap Module:
Critical Gap: 6.5 6.3 4.1 6.3 4.1 6.3 4.1 6.3 4.1 6.3 4.1 6.3 4.1 6.3 4.1 6.3 4.1 6.3 4.1
Followup: 3.6 3.4 2.2 3.6 3.4 2.2 3.6 3.4 2.2 3.6 3.4 2.2 3.6 3.4 2.2 3.6 3.4 2.2 3.6

Critical Gap Module:
Critical Gap: 6.5 6.3 4.2 6.3 4.2 6.3 4.2 6.3 4.2 6.3 4.2 6.3 4.2 6.3 4.2 6.3 4.2 6.3 4.2 6.3
Followup: 3.6 3.4 2.3 3.6 3.4 2.3 3.6 3.4 2.3 3.6 3.4 2.3 3.6 3.4 2.3 3.6 3.4 2.3 3.6

Capacity Module:
Conflict Vol: 351 318 351 318 351 318 351 318 351 318 351 318 351 318 351 318 351 318 351
Potent Cap: 127 709 1197 1197 127 709 1197 1197 127 709 1197 1197 127 709 1197 1197 127 709 1197

Capacity Module:
Conflict Vol: 345 346 345 346 345 346 345 346 345 346 345 346 345 346 345 346 345 346 345
Potent Cap: 684 684 1185 1185 684 684 1185 1185 684 684 1185 1185 684 684 1185 1185 684 684 1185

Level of Service Module:
Queue: 1.9 5.2 1.9 5.2 1.9 5.2 1.9 5.2 1.9 5.2 1.9 5.2 1.9 5.2 1.9 5.2 1.9 5.2 1.9
Stopped Del: 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9
LOS by Move: A C A C A C A C A C A C A C A C A C A C A C

Level of Service Module:
Queue: 1.3 12.7 1.3 12.7 1.3 12.7 1.3 12.7 1.3 12.7 1.3 12.7 1.3 12.7 1.3 12.7 1.3 12.7 1.3
Stopped Del: 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 8.6 8.6
LOS by Move: B

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Average Delay (sec/veh): 98.5 Worst Case Level of Service: F [505.5]
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Channel Include Include
 Lanes: 1 0 0 1 0 1 0 1 0 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
 Initial Bse: 17 598 1 3 446 262 302 1 27 1 0 3
 Added Vol: 0 55 0 0 54 22 23 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 17 653 1 3 500 284 325 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
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 17 653 1 3 500 284 325 1 27 1 0 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 17 653 1 3 500 284 325 1 27 1 0 3

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

Capacity Module:
 Conflict Vol: 500 xxxxx 654 xxxxx 1195 1194 500 1349 xxxxx 653
 Potenc Cap: 1075 xxxxx 914 xxxxx 162 185 567 127 xxxxx 464
 Move Cap: 1075 xxxxx 914 xxxxx 158 181 567 116 xxxxx 464
 Volume/Cap: 0.02 xxxxx 0.00 xxxxx 2.06 0.01 0.05 0.01 xxxxx 0.01

Level Of Service Module:
 Queue: 0.0 xxxxx 0.0 xxxxx 0.0 xxxxx 0.1 xxxxx 0.1 xxxxx xxxxx
 Stopped Del: 8.4 xxxxx 9.0 xxxxx xxxxx 11.7 xxxxx xxxxx
 LOS by Move: A * A * B * B *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxx xxxxx 158 xxxxx 25.7 xxxxx 268 xxxxx
 Shared Queue: xxxxx xxxxx 25.7 xxxxx 546.0 xxxxx 18.7 xxxxx
 Shrd StpDel: xxxxx xxxxx * F * * * C *
 Shared LOS: * * * * *
 ApproachDel: xxxxxx 505.5 18.7
 ApproachLOS: * * * * *

Ione Casino
Existing Plus Approved Plus Project B Phase II (2009) Saturday
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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #31 SR-88 / Kettleman
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.662
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.7
 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 Split Phase Split Phase
 Rights: 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 1.11
 Initial Bse: 25 449 4 6 366 87 173 42 22 10 54 3
 Added Vol: 0 48 0 0 47 7 7 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 497 4 6 413 94 180 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: 25 497 4 6 413 94 180 42 22 10 54 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 497 4 6 413 94 180 42 22 10 54 3
 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: 25 497 4 6 413 94 180 42 22 10 54 3

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 0.96 0.96
 Lanes: 1.00 0.99 0.01 1.00 0.81 0.19 0.74 0.17 0.09 0.15 0.80 0.05
 Final Sat: 1702 1774 16 1702 1419 323 1294 305 160 273 1455 91

Capacity Analysis Module:
 Vol/Sat: 0.01 0.28 0.28 0.00 0.29 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
 Volume/Cap: 0.21 0.83 0.83 0.05 0.86 0.86 0.86 0.86 0.86 0.86 0.86
 Delay/Veh: 20.3 22.7 22.7 19.3 25.8 25.8 40.2 40.2 40.2 40.2 40.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 20.3 22.7 22.7 19.3 25.8 25.8 40.2 40.2 40.2 40.2
 HCM2Kavg: 1 9 9 0 10 10 7 7 7 7 7

Existing Plus Approved Plus Project B Phase II (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 Critical Vol./Cap. (X): 0.663

Cycle (sec): 100 Y/R = 4 sec Average delay (sec/veh): 16.1

Loss Time (sec): 0 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 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: 14 0 55 0 0 0 0 14 56 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 1.00

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

PHF Volume: 158 0 249 0 0 0 0 252 147 210 214 0

Existing Plus Approved Plus Project B Phase II (2009) Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 SR-16 / Ione

Average Delay (sec/veh): 1.5 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 Stop Sign 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 0 0

Volume Module: Base Vol: 66 0 4 0 0 0 0 0 218 84 3 264 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: 74 0 4 0 0 0 0 0 243 94 3 294 0

Added Vol: 0 0 0 0 0 0 0 0 124 0 0 122 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 Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 74 0 4 0 0 0 0 0 363 94 3 416 0

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

Existing Plus Approved Plus Project B Phase II (2009) Saturday
Ione Casino
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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): 0.510
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.9
 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 OVI Include
 Min. Green: 5 5 5 5 5 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 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
 Initial Bse: 0 1 0 3 0 79 126 334 1 0 371 18
 Added Vol: 0 0 0 0 0 0 0 124 0 0 121 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1 0 3 0 79 126 454 1 0 492 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 3 0 79 126 454 1 0 492 18
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1 0 3 0 79 126 454 1 0 492 18
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF 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 3 0 79 126 454 1 0 492 18

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 1.00 1.00 0.80 1.00 0.85 0.92 0.97 0.97 1.00 0.97 0.97
 Lanes: 0.00 1.00 0.00 1.00 0.00 1.00 1.00 0.99 0.01 1.00 0.97 0.03
 Final Sat.: 0 1900 0 1520 0 1615 1753 1840 5 1900 1771 64

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.05 0.07 0.25 0.25 0.00 0.28 0.28
 Crit Moves: ****
 Green/Cycle: 0.00 0.17 0.00 0.28 0.11 0.52 0.52 0.00 0.41 0.41
 Volume/Cap: 0.00 0.00 0.00 0.01 0.00 0.18 0.68 0.48 0.48 0.00 0.68 0.68
 Delay/Veh: 0.0 9.9 0.0 10.0 0.0 8.1 22.0 4.9 4.9 0.0 9.4 9.4
 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 9.9 0.0 10.0 0.0 8.1 22.0 4.9 4.9 0.0 9.4 9.4
 HCM2kAvg: 0 0 0 0 0 1 3 3 3 0 5 5

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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): 0.665
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.0
 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: OVI OVI
 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 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 0 124 0 0 121 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 89 113 43 29 108 127 155 478 84 39 505 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 29 108 127 155 478 84 39 505 25
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 89 113 43 29 108 127 155 478 84 39 505 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 29 108 127 155 478 84 39 505 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 0.95 0.05
 Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1747 85

Capacity Analysis Module:
 Vol/Sat: 0.05 0.06 0.03 0.02 0.06 0.08 0.09 0.26 0.05 0.02 0.29 0.29
 Crit Moves: ****
 Green/Cycle: 0.07 0.16 0.23 0.07 0.16 0.28 0.12 0.43 0.50 0.07 0.38 0.38
 Volume/Cap: 0.72 0.37 0.12 0.24 0.36 0.28 0.75 0.60 0.11 0.33 0.75 0.75
 Delay/Veh: 39.3 17.3 13.6 20.4 17.2 12.9 33.5 10.9 5.9 21.1 16.4 16.4
 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: 39.3 17.3 13.6 20.4 17.2 12.9 33.5 10.9 5.9 21.1 16.4 16.4
 HCM2kAvg: 3 2 1 1 2 2 4 6 1 1 8 8

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 [37.1]
 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 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: 1.11 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: 8 0 1 1 0 14 12 569 4 3 574 3
 Added Vol: 0 0 0 0 0 0 0 124 0 0 121 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 8 0 1 1 0 14 12 689 4 3 695 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 12 689 4 3 695 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 8 0 1 1 0 14 12 689 4 3 695 3
 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
 Capacity Module:
 Conflict Vol: 1426 xxxxx 691 1419 xxxxx 697 699 xxxxx xxxxx 693 xxxxx xxxxx
 Potent Cap.: 114 xxxxx 448 115 xxxxx 445 893 xxxxx xxxxx 898 xxxxx xxxxx
 Move Cap.: 109 xxxxx 448 114 xxxxx 445 893 xxxxx xxxxx 898 xxxxx xxxxx
 Volume/Cap: 0.07 xxxxx 0.00 0.01 xxxxx 0.03 0.01 xxxxx xxxxx 0.00 xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.1 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
 Stopped Del: xxxxx xxxxx 13.1 xxxxx xxxxx 13.4 9.1 xxxxx xxxxx 9.0 xxxxx xxxxx
 LOS by Move: * * * * * B * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: 109 xxxxx xxxxx 114 xxxxx xxxxx 114 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: 0.2 xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: 40.6 xxxxx xxxxx 37.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * E *
 ApproachDel: xxxxxx 37.1 E 15.1 C
 ApproachLOS: * * * * * xxxxxx * * * * * xxxxxx * * * * *

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #40 SR-16 / Stone House
 Average Delay (sec/veh): 1.5 Worst Case Level of Service: E [35.0]
 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 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: 1.11 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 54 0 7 6 545 0 0 554 37
 Added Vol: 0 0 0 0 0 0 0 124 0 0 121 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 54 0 7 6 665 0 0 675 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 54 0 7 6 665 0 0 675 37
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 54 0 7 6 665 0 0 675 37
 Critical Gap Module:
 Critical Gap: 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 FollowUpPrim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 1370 xxxxx 694 712 xxxxx xxxxx 694 712 xxxxx xxxxx xxxxx xxxxx
 Potent Cap.: 163 xxxxx 447 883 xxxxx xxxxx 447 883 xxxxx xxxxx xxxxx xxxxx
 Move Cap.: 162 xxxxx 447 883 xxxxx xxxxx 447 883 xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: 0.33 xxxxx 0.01 0.01 xxxxx xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx 1.3 xxxxx 0.0 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: xxxxx xxxxx xxxxx 37.8 xxxxx 13.2 9.1 xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: * * * * * E * * * * * B * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxx xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxx xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: *
 ApproachDel: xxxxxx 35.0 E
 ApproachLOS: * * * * * xxxxxx * * * * * xxxxxx * * * * *

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #42 SR-16 / Dillard
Cycle (sec): 0 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 40 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected Protected
Rights: Include Include Include Include Include
Min Green: 5 0
Lanes: 0 0 1 0
Volume Module:
Base Vol: 80 0 51 0 0 0 0 457 78 56 466 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: 89 0 57 0 0 0 510 87 62 520 0
Added Vol: 0 0 2 0 0 0 0 122 0 2 119 0
PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0
Initial Fut: 89 0 59 0 0 0 628 87 64 639 0
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: 89 0 59 0 0 0 628 87 64 639 0
Reduced Vol: 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
MEF 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.: 89 0 59 0 0 0 628 87 64 639 0
Saturation Flow Module:
Sat/Lane: 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 0.96 0.92 0.97 1.00
Lanes: 0.60 0.00 0.40 0.00 0.00 0.00 0.00 0.12 1.00 1.00 0.00
Final Sat.: 873 0 576 0 0 0 0 1594 221 1753 1845 0
Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.10 0.00 0.00 0.00 0.39 0.39 0.04 0.35 0.00
Crit Moves: ****
Green/Cycle: 0.14 0.00 0.14 0.00 0.00 0.00 0.56 0.56 0.08 0.63 0.00
Volume/Cap: 0.71 0.00 0.71 0.00 0.00 0.00 0.71 0.71 0.49 0.55 0.00
Delay/Veh: 27.0 0.0 27.0 0.0 0.0 0.0 8.9 8.9 20.6 4.7 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
AdjDel/Veh: 27.0 0.0 27.0 0.0 0.0 0.0 8.9 8.9 20.6 4.7 0.0
HWYCapVg: 4 0 4 0 0 0 8 8 2 5 0

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: C [15.1]
Optimal Cycle: 40 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 0 1 0
Volume Module:
Base Vol: 0 0 35 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
Initial Bse: 0 0 39 0 0 0 0 667 3 32 642 0
Added Vol: 0 0 0 0 0 0 0 122 0 0 119 0
PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0
Initial Fut: 0 0 39 0 0 0 628 87 64 639 0
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 39 0 0 0 628 87 64 639 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 39 0 0 0 628 87 64 639 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
FollowUpTime: 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: 786 786 786 786 786 786 786 786 786 786 786
Move Cap.: 395 395 395 395 395 395 395 395 395 395 395
Volume/Cap: 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10 0.10
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
LOS by Move: 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.: 395 395 395 395 395 395 395 395 395 395 395
SharedQueue: 395 395 395 395 395 395 395 395 395 395 395
Shrd StpDel: 395 395 395 395 395 395 395 395 395 395 395
Shared LOS: C C C C C C C C C C C C
ApproachDel: 15.1 15.1 15.1 15.1 15.1 15.1 15.1 15.1 15.1 15.1 15.1
ApproachLOS: C C C C C C C C C C C C

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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): 0.719
Loss Time (sec): 51 Average Delay (sec/veh): 21.6
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: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 7 7 7 7 3 7 7 3 7 7
Lanes: 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: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Base: 1 109 33 30 87 40 20 516 3 56 518 43
Added Vol: 0 0 0 0 0 0 0 110 0 12 107 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Pct: 1 109 45 30 87 40 20 622 3 68 625 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
PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Volume: 1 109 45 30 87 40 20 622 3 68 625 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 45 30 87 40 20 622 3 68 625 43
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 0.97 0.97 0.92 0.96 0.96
Lanes: 0 01 0 0 29 0 19 0 55 0 26 1 00 0 99 0 01 1 00 0 93 0 07
Final Sat.: 13 1280 533 348 1006 464 1753 1833 10 1753 1708 119
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.01 0.34 0.34 0.04 0.37 0.37
Crit Moves: ****
Green/Cycle: 0.14 0.14 0.14 0.14 0.14 0.14 0.06 0.43 0.43 0.06 0.43 0.43
Volume/Cap: 0.62 0.62 0.63 0.63 0.63 0.63 0.19 0.79 0.79 0.66 0.85 0.85
Delay/Veh: 25.5 25.5 25.5 25.9 25.9 25.9 23.8 17.7 17.7 37.9 21.7 21.7
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: 25.5 25.5 25.5 25.9 25.9 25.9 23.8 17.7 17.7 37.9 21.7 21.7
HCM2kAVG: 4 4 4 4 4 4 1 11 11 2 13 13

Existing Plus Approved Plus Project B Phase II (2009) Saturday PM Peak Hour Ione Casino

Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #45 SR-16 / Sunrise
Cycle (sec): 0 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.8
Optimal Cycle: 50 Level of Service: B
Approach: North Bound South Bound East Bound West Bound
Movement: L-T-R L-T-R L-T-R L-T-R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 3 7 7 3 7 7 3 7 7 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: 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11 1.11
Initial Base: 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 Pct: 7 210 42 278 269 67 58 334 10 41 398 250
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHP Volume: 7 210 42 278 269 67 58 334 10 41 398 250
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 42 278 269 67 58 334 10 41 398 250
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 83 0 17 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1 00 1 00
Final Sat.: 1805 1545 307 1805 1900 1615 1702 1792 1523 1702 1792 1523
Capacity Analysis Module:
Vol/Sat: 0.00 0.14 0.14 0.15 0.14 0.04 0.03 0.19 0.01 0.02 0.22 0.16
Crit Moves: ****
Green/Cycle: 0.06 0.19 0.19 0.21 0.34 0.40 0.06 0.30 0.36 0.06 0.30 0.51
Volume/Cap: 0.06 0.73 0.73 0.73 0.42 0.10 0.57 0.61 0.02 0.40 0.73 0.32
Delay/Veh: 22.4 27.0 27.0 25.5 13.3 9.6 30.2 17.0 10.2 25.2 20.6 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: 22.4 27.0 27.0 25.5 13.3 9.6 30.2 17.0 10.2 25.2 20.6 7.3
HCM2kAVG: 0 6 6 6 4 1 2 5 0 1 7 2

Ione Casino
Existing Plus Approved Plus Project B 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): 6.5 Worst Case Level Of Service: D (28.4)

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 1 1 0 0 1 1 0 0 1 0 1 0 1 0 1 0

Volume Module: 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 3 1 0 0 0 71 0 3 70 1

PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0

Initial Fut: 23 35 32 21 57 74 67 342 57 24 433 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

PHF Volume: 23 35 32 21 57 74 67 342 57 24 433 9

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 23 35 32 21 57 74 67 342 57 24 433 9

Critical Gap Module: Critical Gap: 7.1 6.5 6.2 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: 1056 995 371 1024 1019 438 442 xxxxx xxxxx 399 xxxxx xxxxx

Potent Cap: 205 247 679 216 219 623 1097 xxxxx xxxxx 1138 xxxxx xxxxx

Move Cap: 136 227 679 170 219 623 1097 xxxxx xxxxx 1138 xxxxx xxxxx

Volume/Cap: 0.17 0.15 0.05 0.12 0.26 0.12 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 8.5 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 242 xxxxx xxx 303 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared Queue: xxxxx 1.6 xxxxx xxxxx 2.6 xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StrDel: xxxxx 28.4 xxxxx xxxxx 28.3 xxxxx xxxxx xxxxx xxxxx xxxxx

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

ApproachDel: 28.4 * * * * * 28.3 xxxxxx xxxxxx

ApproachLOS: D D * * * * * * * * * * * * * * *

Ione Casino
Existing Plus Approved Plus Project B 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): 0.691

Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.6

Optimal Cycle: 47 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected

Rights: Include Protected Protected Protected Protected

Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1 0 1

Volume Module: 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 Bse: 56 472 37 171 596 89 108 260 57 46 314 152

Added Vol: 0 0 3 9 0 0 0 0 59 0 3 58 9

PasserByVol: 0 0 0 0 0 0 0 0 -4 0 0 0 0

Initial Fut: 56 472 40 180 596 89 108 315 57 49 372 161

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

PHF Volume: 56 472 40 180 596 89 108 315 57 49 372 161

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 56 472 40 180 596 89 108 315 57 49 372 161

Reduced Vol: 56 472 40 180 596 89 108 315 57 49 372 161

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

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.: 56 472 40 180 596 89 108 315 57 49 372 161

Saturation Flow Module: Sat/Lane: 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 3289 278 1805 3610 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module: Vol/Sat: 0.03 0.14 0.14 0.10 0.17 0.06 0.06 0.18 0.04 0.03 0.21 0.11

Crit Moves: *

Green/Cycle: 0.06 0.21 0.21 0.14 0.29 0.38 0.09 0.33 0.39 0.06 0.30 0.45

Volume/Cap: 0.48 0.69 0.69 0.69 0.57 0.15 0.69 0.53 0.10 0.45 0.29 0.24

Delay/Veh: 24.4 20.0 20.0 26.8 15.1 9.7 33.1 13.8 9.1 24.1 18.3 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: 24.4 20.0 20.0 26.8 15.1 9.7 33.1 13.8 9.1 24.1 18.3 8.3

HCZRAGV: 2 5 5 4 5 1 3 4 1 1 6 2

APPENDIX N

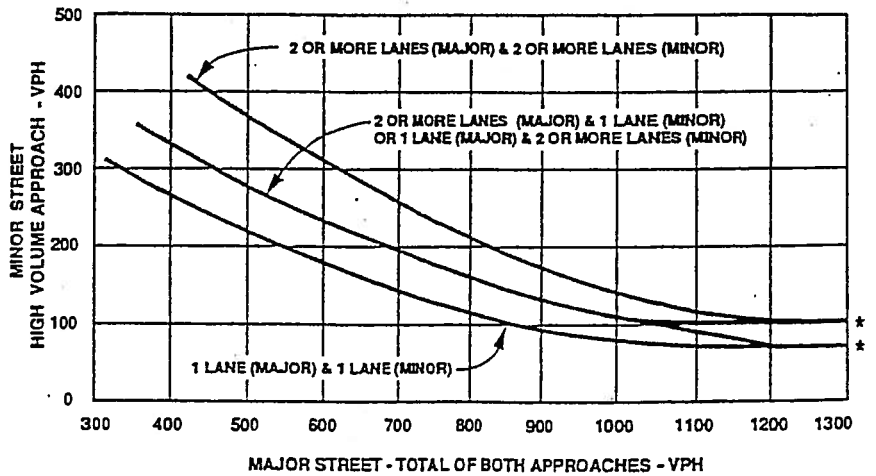
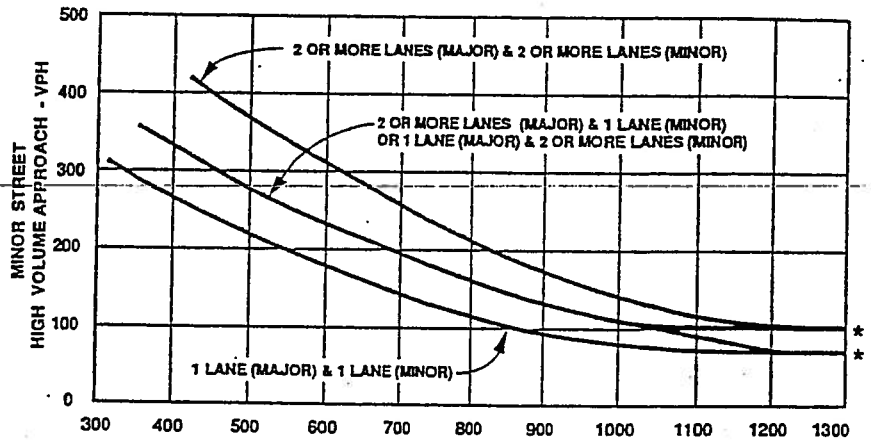
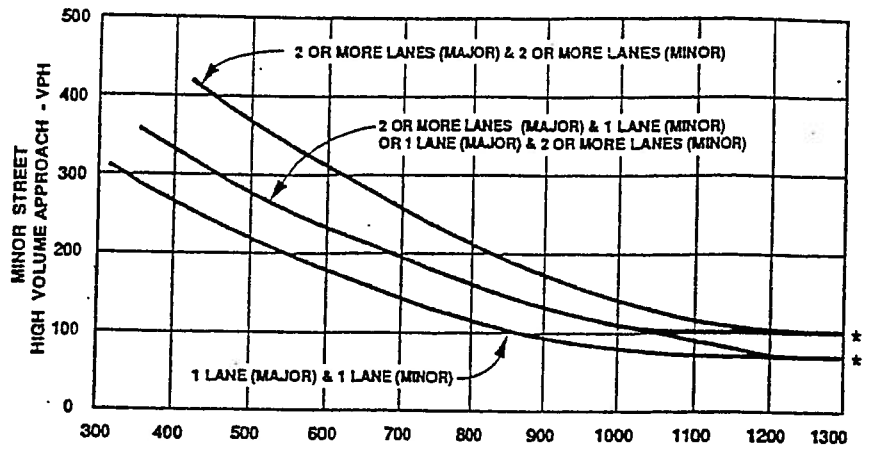
Intersection Operations Calculations 2009 EPAP Plus Alternative B Phase 1 & 2 With Mitigation Measures

2009 + Act. B II

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

7

SR 16 / LATROBE
(ANADOR).



* 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.

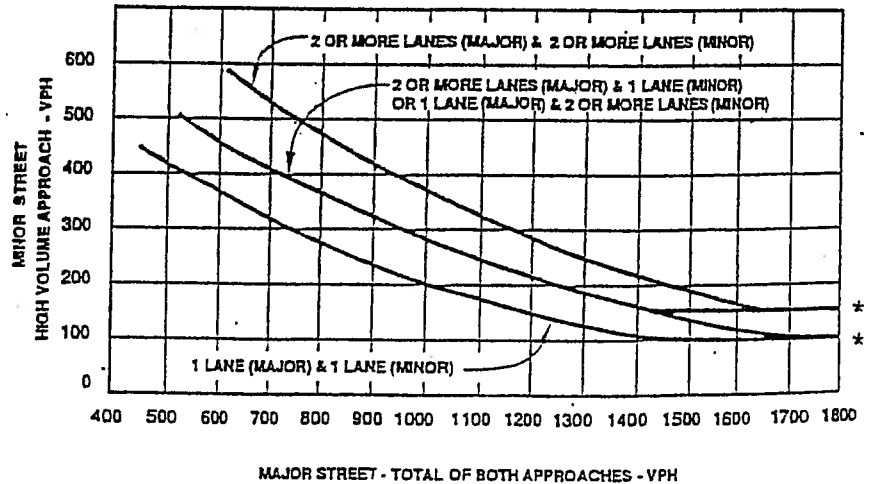
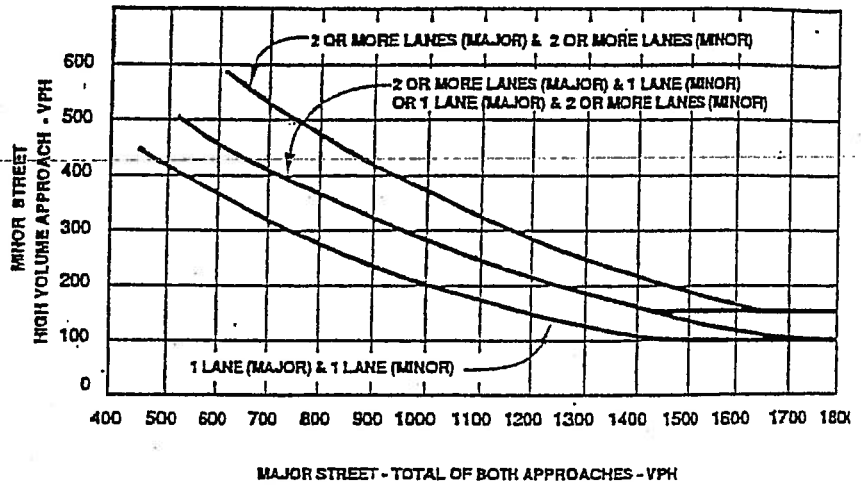
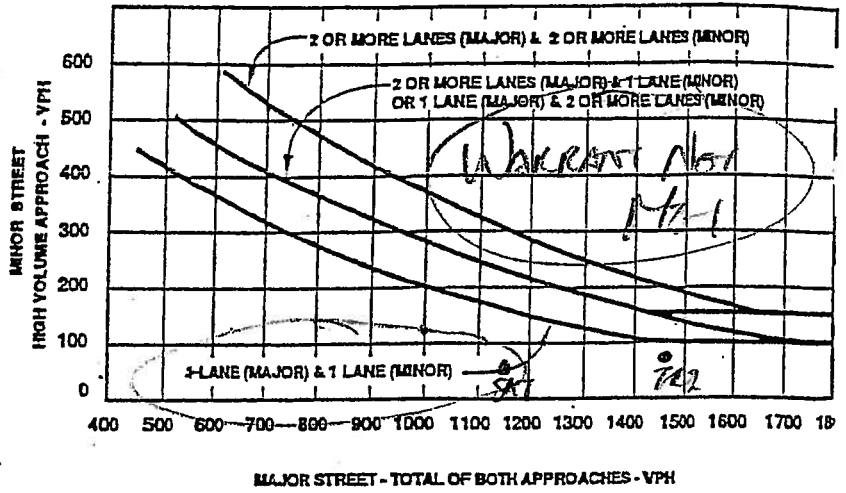
2009 - ALT B II

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

18 SR16 / Stone House

R1 ← 1456 →
SAT: 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.



 Ione Casino
 Existing Plus Approved Plus Project B Phase II (2009) Friday - Mitigation
 PM Peak Hour

Scenario Report

2009 Ex + Ap + Project Friday

Command: 2009 Ex + Ap + Project Friday
 Volume: 2009 Ex + Ap + Project Friday
 Geometry: Existing
 Impact Fee: Existing
 Trip Generation: 2009 Alt B (Ph II) Friday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

 Ione Casino
 Existing Plus Approved Plus Project B Phase II (2009) Friday - Mitigation
 PM Peak Hour

Trip Generation Report

Forecast for 2009 Alt B (Ph II) Friday

Zone #	Subzone	Amount	Units	Rate		Trips		Trips		Total % Of Trips Total
				In	Out	In	Out			
1	Ione Casino-	1.00	Ione Casino	267.00	245.00	267	245	512	100.0	512 100.0
	Zone 1 Subtotal					267	245	512		512 100.0

TOTAL						267	245	512		512 100.0

 Ione Casino
 Existing Plus Approved Plus Project B 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 B 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 (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
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 B Phase II (2009) Friday - 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-	61	181	256	16	168	19	15	68	58	121	58	14
9 SR-49 / Empir	132	572	6	3	420	7	10	1	107	1	7	2
10 SR-49 / SR-16	213	0	106	0	0	0	0	513	366	172	394	0
24 SR-16 / Latro	0	0	0	144	0	6	5	530	0	0	322	97
25 SR-104 (Prest)	115	207	228	38	226	34	26	21	83	219	18	26
26 SR-104 (Main)	269	7	13	2	8	17	35	200	314	3	149	3
101 SR-49 / Proje	0	640	114	77	452	0	0	0	0	105	0	70
174 SR-49 / Proje	0	701	76	0	520	0	0	0	0	0	70	0

Ione Casino
Existing Plus Approved Plus Project B Phase II (2009) Friday - Mitigation
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change			
	LOS	Veh C	LOS	Veh C				
# 7 SR-49 / Main-Fiddletown	A	6.5	0.571	A	6.9	0.611	+ 0.446	D/V
# 9 SR-49 / Empire	A	6.5	0.588	A	7.6	0.645	+ 1.037	D/V
# 10 SR-49 / SR-16	B	12.7	0.676	B	13.8	0.723	+ 1.145	D/V
# 24 SR-16 / Latrobe (Amador)	C	15.8	0.000	C	19.7	0.000	+ 3.884	D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A	5.0	0.462	A	6.8	0.599	+ 1.897	D/V
# 26 SR-104 (Main) / SR-124 (Church)	A	6.6	0.592	A	9.9	0.695	+ 3.239	D/V
#101 SR-49 / Project Access	A	1.6	0.484	B	10.7	0.734	+ 9.126	D/V
#174 SR-49 / Project Service Access	A	1.1	0.412	A	5.1	0.611	+ 4.027	D/V

Ione Casino
Existing Plus Approved Plus Project B Phase II (2009) Friday - Mitigation
PM Peak Hour

Intersection # 24 SR-16 / Latrobe (Amador)
Base Met ???
Future Met No

Signal Warrant Summary Report

Ione Casino
Existing Plus Approved Plus Project B Phase II (2009) Friday - 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 0 0 0 1 0
Final Vol.: 0 0 0 0 150 0 6 5 554 0 0 336 101
ApproachDel: xxxxxx 19.7 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)
SUCCEEDED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1152)
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project B Phase II (2009) Friday - Mitigation
PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project B Phase II (2009) Friday - Mitigation
PM Peak Hour

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

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): 0.645
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 29 Level Of Service: A

Cycle (sec): 0 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
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 L T R L T R

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 L T R

Control: Permitted Include Permitted Permitted
Rights: Include Permitted Ovl Include

Control: Permitted Include Permitted Permitted
Rights: Include Permitted Ovl Include

Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0

Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Lanes: 0 0 1 1 0 0 0 0 1 1 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

Volume Module:
Base Vol: 46 115 224 14 99 17 13 60 42 105 51 12
Growth Adj: 1.14

Initial Bse: 125 509 6 3 351 7 10 1 100 1 7 2
Added Vol: 7 63 0 0 69 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0
Initial Fut: 132 572 6 3 420 7 10 1 107 1 7 2
User Adj: 1.00

Initial Bse: 52 131 255 16 113 19 15 68 48 120 58 14
Added Vol: 9 50 1 0 0 55 0 0 0 10 1 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0
Initial Fut: 61 181 256 16 168 19 15 68 58 121 58 14
User Adj: 1.00

PHF Adj: 0.94
PHF Volume: 141 608 6 4 446 7 11 1 114 1 7 2
Reduced Vol: 0
Reduced Vol: 141 608 6 4 446 7 11 1 114 1 7 2

PHF Adj: 0.96
PHF Volume: 64 190 268 17 176 20 16 72 61 126 61 14
Reduced Vol: 0
Reduced Vol: 64 190 268 17 176 20 16 72 61 126 61 14

PCE Adj: 1.00
MUF Adj: 1.00
Final Vol.: 141 608 6 4 446 7 11 1 114 1 7 2

PCE Adj: 1.00
MUF Adj: 1.00
Final Vol.: 64 190 268 17 176 20 16 72 61 126 61 14

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 0.79
Lanes: 0.19 0.80 0.01 0.01 0.98 0.01 0.90 0.10 1.00 0.11 0.67 0.22

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 0.82
Lanes: 0.12 0.36 0.52 0.08 0.83 0.09 0.18 0.82 1.00 0.63 0.30 0.07

Final Sat.: 280 1209 12 14 1705 28 1300 144 1615 197 1183 394
Capacity Analysis Module:
Vol/Sat: 0.50 0.50 0.50 0.26 0.26 0.26 0.01 0.01 0.01 0.07 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01

Final Sat.: 191 563 796 130 1371 158 313 1446 1615 884 426 100
Capacity Analysis Module:
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 0.14 0.14 0.14 0.14 0.14 0.14 0.14 0.14 0.14

Crit Moves: ****
Green/Cycle: 0.62 0.62 0.62 0.62 0.62 0.62 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17
Volume/Cap: 0.81 0.81 0.81 0.42 0.42 0.42 0.05 0.05 0.05 0.41 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.04 0.04
Delay/Veh: 9.6 9.6 9.6 3.1 3.1 3.1 10.1 10.1 11.7 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0
User DelAdj: 1.00
AdjDel/Veh: 9.6 9.6 9.6 3.1 3.1 3.1 10.1 10.1 11.7 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0
HCM2kAVG: 9 9 8 2 3 4 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0

Crit Moves: ****
Green/Cycle: 0.55 0.55 0.55 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23
Volume/Cap: 0.61 0.61 0.61 0.23 0.23 0.23 0.21 0.21 0.16 0.61 0.61 0.61 0.61 0.61 0.61 0.61 0.61 0.61 0.61 0.61 0.61
Delay/Veh: 5.5 5.5 5.5 3.4 3.4 3.4 8.9 8.9 8.7 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9
User DelAdj: 1.00
AdjDel/Veh: 5.5 5.5 5.5 3.4 3.4 3.4 8.9 8.9 8.7 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9 12.9
HCM2kAVG: 4 4 4 1 1 1 1 1 1 3 3 3 3 3 3 3 3 3 3 3 3

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) Critical Vol./Cap. (X): 0.723
 Loss Time (sec): 43 Average Delay (sec/veh): 13.8
 Optimal Cycle: 43 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L T R L T R L T R L T R L T R
 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include
 Min. Green: 5 0 0 5 0 0 0 0 0 0 7 7 3 7 0
 Volume Module:
 Base Vol.: 187 0 81 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
 Initial Bse: 213 0 92 0 0 0 336 366 160 232 0
 Added Vol.: 0 0 14 0 0 0 0 177 0 12 162 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 213 0 106 0 0 0 513 366 172 394 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 221 0 110 0 0 0 532 379 178 409 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
 MUF 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.: 221 0 110 0 0 0 532 379 178 409 0
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.71 1.00 0.79 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 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: 0.16 0.00 0.07 0.00 0.00 0.00 0.30 0.25 0.11 0.23 0.00
 Crit Moves: ****
 Green/Cycle: 0.23 0.00 0.37 0.00 0.00 0.00 0.42 0.42 0.15 0.57 0.00
 Volume/Cap: 0.72 0.00 0.20 0.00 0.00 0.00 0.72 0.61 0.72 0.41 0.00
 Delay/Veh: 23.7 0.0 9.3 0.0 0.0 0.0 0.14 0.11 27.6 5.6 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: 23.7 0.0 9.3 0.0 0.0 0.0 0.14 0.11 27.6 5.6 0.0
 HznKngv: 5 0 1 0 0 0 0 8 5 4 3 0

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #24 SR-16 / Latrobe (Amador)
 Average Delay (sec/veh): 2.7 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 L T R
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include
 Lanes: 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0
 Volume Module:
 Base Vol.: 0 0 0 126 0 5 4 382 0 0 206 85
 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 0 144 0 6 5 435 0 0 235 97
 Added Vol.: 0 0 0 0 0 0 0 95 0 0 87 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 144 0 6 5 530 0 0 322 97
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 0 0 0 150 0 6 5 554 0 0 336 101
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 150 0 6 5 554 0 0 336 101
 Critical Gap Module:
 Critical Gap:xxxxx xxxx xxxxx 6.8 xxxx 6.9 4.2 xxxx xxxxx xxxxx xxxxx
 FollowUpPrim:xxxxx xxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: xxxxx xxxxx xxxxx 673 xxxxx 219 437 xxxxx xxxxx xxxxx xxxxx
 Potent Cap.: xxxxx xxxxx xxxxx 393 xxxxx 792 1112 xxxxx xxxxx xxxxx xxxxx
 Move Cap.: xxxxx xxxxx xxxxx 392 xxxxx 792 1112 xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: xxxxx xxxxx xxxxx 0.38 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 xxxx xxxxx xxxxx xxxxx 8.3 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 399 xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue:xxxxx xxxxx xxxxx xxxxx 1.8 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx
 Shared StpDel:xxxxx xxxxx xxxxx xxxxx 19.7 xxxxx 8.3 xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * * C * * * * *
 ApproachDel: xxxxxxx 19.7 xxxxxxx
 ApproachLOS: C

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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): 0.599
 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 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
 Lanes: 1 0 0 1 0 0 0 1 0 0 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: 1.14 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 80 2 0 0 0 0 0 0 73 0 2
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 121 219 241 41 238 36 28 22 88 231 19 27
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 121 219 241 41 238 36 28 22 88 231 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
 MLF Adj: 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.: 121 219 241 41 238 36 28 22 88 231 19 27
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.60 0.87 0.87 0.85 0.85 0.85 0.85 0.86 0.86 0.86 0.85 0.87 0.87
 Lanes: 1.00 0.48 0.52 0.13 0.76 0.11 0.20 0.16 0.64 1.00 0.41 0.59
 Final Sat.: 1140 786 864 208 1219 185 329 257 1044 1230 681 969
 Capacity Analysis Module:
 Vol/Sat: 0.11 0.28 0.28 0.20 0.20 0.20 0.08 0.08 0.08 0.19 0.03 0.03
 Crit Moves: ****
 Green/Cycle: 0.46 0.46 0.46 0.46 0.31 0.31 0.31 0.31 0.31 0.31 0.31
 Volume/Cap: 0.23 0.60 0.60 0.42 0.42 0.42 0.27 0.27 0.27 0.60 0.09 0.09
 Delay/Veh: 4.6 6.7 6.7 5.2 5.2 5.2 7.2 7.2 7.2 10.4 6.6 6.6
 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: 4.6 6.7 6.7 5.2 5.2 5.2 7.2 7.2 7.2 10.4 6.6 6.6
 HCM2kAVG: 1 4 4 2 2 3 1 1 1 4 0 0

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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): 0.695
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
 Optimal Cycle: 34 Level Of Service: A
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted 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
 Lanes: 1 0 0 1 0 0 0 1 0 0 0 0 1 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 Bse: 190 7 13 2 8 17 35 199 242 3 148 3
 Added Vol: 79 0 0 0 0 0 0 1 72 0 1 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 269 7 13 2 8 17 35 200 314 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: 286 7 13 2 8 18 37 213 333 4 158 4
 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.: 286 7 13 2 8 18 37 213 333 4 158 4
 Saturation Flow Module:
 Sat/Lane: 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 0.85 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.: 1346 576 1057 136 476 1020 104 589 922 39 1691 39
 Capacity Analysis Module:
 Vol/Sat: 0.21 0.01 0.01 0.02 0.02 0.02 0.36 0.36 0.36 0.09 0.09 0.09
 Crit Moves: ****
 Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.31 0.52 0.52 0.52 0.52 0.52 0.52
 Volume/Cap: 0.70 0.04 0.04 0.06 0.06 0.06 0.70 0.70 0.70 0.18 0.18 0.18
 Delay/Veh: 15.6 8.3 8.3 8.4 8.4 8.4 8.7 8.7 8.7 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: 15.6 8.3 8.3 8.4 8.4 8.4 8.7 8.7 8.7 4.4 4.4 4.4
 HCM2kAVG: 5 0 0 0 0 0 7 6 6 1 1 1

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #101 SR-49 / Project Access
 Cycle (sec): 45 Critical Vol./Cap. (X): 0.734
 Loss time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.7
 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 L T R
 Control: Protected Protected Protected Permitted Permitted
 Rights: Include Include Include Include Ovl
 Min. Green: 0 0 7 7 3 1 0 0 0 0 0 0 0 5 0 0 1
 Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 1 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: 1.14 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: 0 640 0 0 452 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 0 114 77 0 0 0 0 0 0 105 0 70 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 640 114 77 452 0 0 0 0 0 105 0 70 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 0 681 121 82 481 0 0 0 0 0 112 0 74 0 0 0
 Reduced Vol: 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
 MLF Adj: 1.00 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.: 0 681 121 82 481 0 0 0 0 112 0 74 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 0.91 0.91 0.88 0.93 1.00 1.00 1.00 1.00 0.80 1.00 0.85
 Lanes: 0.00 0.85 0.15 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 1464 261 1671 1759 0 0 0 0 1520 0 1615
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.46 0.46 0.05 0.27 0.00 0.00 0.00 0.00 0.07 0.00 0.05
 Crit Moves: ****
 Green/Cycle: 0.00 0.62 0.62 0.07 0.69 0.00 0.00 0.00 0.00 0.11 0.00 0.18
 Volume/Cap: 0.00 0.75 0.75 0.73 0.40 0.00 0.00 0.00 0.00 0.66 0.00 0.26
 Delay/Veh: 0.0 8.9 8.9 42.8 3.2 0.0 0.0 0.0 0.0 28.5 0.0 16.4
 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 8.9 8.9 42.8 3.2 0.0 0.0 0.0 0.0 28.5 0.0 16.4
 HCM2KAVG: 0.0 10 10 3 3 0 0 0 0 3 0 1

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #174 SR-49 / Project Service Access
 Cycle (sec): 65 Critical Vol./Cap. (X): 0.611
 Loss time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 5.1
 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 L T R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include Ovl
 Min. Green: 0 0 5 5 5 5 5 5 0 0 0 0 0 5 0 0 1
 Lanes: 0 0 0 1 0 0 0 0 1 0 0 0 0 0 1 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
 Initial Bse: 0 587 0 0 415 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol: 0 114 76 0 105 0 0 0 0 0 0 0 0 70 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 701 76 0 520 0 0 0 0 0 0 0 0 70 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 0 745 81 0 552 0 0 0 0 0 0 0 0 74 0 0 0
 Reduced 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
 MLF Adj: 1.00 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.: 0 745 81 0 552 0 0 0 0 0 0 0 0 74 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 1.00 0.91 0.91 0.88 0.93 1.00 1.00 1.00 1.00 0.80 1.00 0.85
 Lanes: 0.00 0.91 0.10 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00
 Final Sat.: 0 1567 170 0 1759 0 0 0 0 1461 0 1900
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.48 0.48 0.00 0.31 0.00 0.00 0.00 0.00 0.05 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.00 0.78 0.78 0.00 0.78 0.00 0.00 0.00 0.00 0.08 0.00 0.00
 Volume/Cap: 0.00 0.61 0.61 0.00 0.40 0.00 0.00 0.00 0.00 0.61 0.00 0.00
 Delay/Veh: 0.0 3.9 3.9 0.0 2.5 0.0 0.0 0.0 0.0 37.6 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
 AdjDel/Veh: 0.0 3.9 3.9 0.0 2.5 0.0 0.0 0.0 0.0 37.6 0.0 0.0
 HCM2KAVG: 0.0 8 8 0 4 0 0 0 0 3 0 0

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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): 0.657
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.6
 Optimal Cycle: 31 Level Of Service: A

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

Control:	Permitted	Include	Protected	Include	Protected
Right:	5	5	5	5	5
Min. Green:	5	5	5	5	5
Lanes:	1	0	0	1	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 Base:	186	7	12	8	17	35	195	236	3	145	3	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:	265	7	12	2	8	17	35	196	308	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:	265	7	12	2	8	17	35	196	308	3	146	3
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FCF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	7	12	2	8	17	35	196	308	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	0.85	0.85	0.85	0.85	0.93	0.93	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	104	588	925	39	1691	39

Capacity Analysis Module:

Vol/Sat:	0.20	0.01	0.01	0.02	0.02	0.02	0.33	0.33	0.33	0.09	0.09	0.09
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.66	0.04	0.04	0.05	0.05	0.05	0.66	0.66	0.66	0.17	0.17	0.17
Delay/Veh:	13.4	7.7	7.7	7.8	7.8	7.8	7.6	7.6	7.6	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:	13.4	7.7	7.7	7.8	7.8	7.8	7.6	7.6	7.6	4.2	4.2	4.2
HCM2RAVG:	4	0	0	0	0	0	6	5	5	1	1	1

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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): 0.704
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.2
 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	Include	Protected	Include	Protected
Right:	5	5	5	5	5
Min. Green:	5	5	5	5	5
Lanes:	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
Initial Base:	0	0	0	74	0	388	513	423	0	0	239	56
Added Vol:	0	0	0	0	0	58	63	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	74	0	446	576	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	74	0	446	576	423	0	0	239	56
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FCF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	446	576	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	1.00	1.00	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	0.30	0.33	0.23	0.00	0.00	0.17	0.17
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.56	0.44	0.66	0.00	0.00	0.22	0.22
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.53	0.75	0.35	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	0.0	0.0	18.3	0.0	6.3	13.9	3.3	0.0	0.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.3	0.0	6.3	13.9	3.3	0.0	0.0	23.1	23.1
HCM2RAVG:	0	0	0	2	0	4	9	3	0	0	6	6

 Ione Casino
 Existing Plus Approved Plus Project B Phase II (2009) Friday - Mitigation
 PM Peak Hour

 Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Cycle Time (sec): 12 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.781
 Loss Time (sec): 62 Average Delay (sec/veh): 31.2
 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 Protected Split Phase Split Phase
 Rights: 3 Include 3 Ovl 7 Include 7 Include
 Min. Green: 1 0 0 1 0 1 0 1 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 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 42 0 0 38 16 17 0 0 0 0 0
 PasserByVol.: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 32 855 2 3 537 284 299 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: 32 855 2 3 537 284 299 1 20 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
 MUF 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.: 32 855 2 3 537 284 299 1 20 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
 Length: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.05 0.95 0.28 0.43 0.29
 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
 Crit Moves: ****
 Green/Cycle: 0.05 0.47 0.47 0.05 0.47 0.65 0.18 0.18 0.18 0.11 0.11 0.11
 Volume/Cap: 0.37 0.97 0.97 0.04 0.64 0.29 0.97 0.08 0.08 0.04 0.04 0.04
 Delay/Veh: 31.2 38.3 38.3 28.3 14.3 5.0 67.1 21.3 21.3 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
 Adipal/Veh: 31.2 38.3 38.3 28.3 14.3 5.0 67.1 21.3 21.3 24.6 24.6
 HCM2AVG: 31.2 38.3 38.3 28.3 14.3 5.0 67.1 21.3 21.3 24.6 24.6

 Ione Casino
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 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): 1.5 Worst Case Level Of Service: D [31.2]
 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: 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 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
 Initial Bse.: 0 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
 PasserByVol.: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 0 0 0 0 76 0 4 14 1040 0 0 538 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 0 0 0 76 0 4 14 1040 0 0 538 41
 Final Vol.: 0 0 0 0 76 0 4 14 1040 0 0 538 41
 Critical Gap Module:
 Critical Gap:xxxxxxx 6.8 xxxxx 6.9 4.2 xxxxx xxxxxx xxxxxx xxxxxx
 Followupflm:xxxxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx
 Capacity Module:
 Conflict Vol.:xxxxxxx 1107 xxxxx 289 579 xxxxx xxxxxx xxxxxx xxxxxx
 Potent Cap.:xxxxxxx 208 xxxxx 713 984 xxxxx xxxxxx xxxxxx xxxxxx
 Move Cap.:xxxxxxx 205 xxxxx 713 984 xxxxx xxxxxx xxxxxx xxxxxx
 Volume/Cap.:xxxxxxx 0.37 xxxxx 0.01 0.01 xxxxx xxxxxx xxxxxx xxxxxx
 Level Of Service Module:
 Queue:xxxxxxx 1.6 xxxxx 0.0 0.0 xxxxx xxxxxx xxxxxx xxxxxx
 Stopped Del:xxxxxxx 32.5 xxxxx 10.1 8.7 xxxxx xxxxxx xxxxxx xxxxxx
 LOS by Move: * * * * * D * B * A *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.:xxxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared Queue:xxxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
 Shared LOS: * * * * *
 ApproachDel: * * * * * 31.2 * * * * *
 ApproachLOS: * * * * * D * * * * *

Existing Plus Approved Plus Project B Phase II (2009) Friday - Mitigation PM Peak Hour

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): 0.977
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 77.8
 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 7 7
 Lanes: 0 0 1 0 1 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 Base: 0 242 58 117 348 60 86 828 2 46 395 43
 Added Vol: 0 0 0 0 0 0 0 0 0 9 76 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 242 67 117 348 60 86 908 2 55 471 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 67 117 348 60 86 908 2 55 471 43
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 242 67 117 348 60 86 908 2 55 471 43
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 0 242 67 117 348 60 86 908 2 55 471 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 0.32 1.00 0.85 0.15 1.00 0.99 0.01 1.00 0.92 0.98
 Final Sat.: 0 1445 400 1805 1584 274 1753 1840 5 1753 1667 154
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.17 0.17 0.06 0.22 0.22 0.05 0.49 0.49 0.03 0.28 0.28
 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 0.98 0.98 0.29 0.98 0.98 0.62 0.98 0.98 0.98 0.62 0.62
 Delay/Veh: 0.0 118 118.4 58.2 107 107.2 88.3 67.4 67.4 198.6 38.3 38.3
 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: 0.0 118 118.4 58.2 107 107.2 88.3 67.4 67.4 198.6 38.3 38.3
 HCM2KAVG: 0 21 21 6 27 26 6 54 16 5 21 22

Existing Plus Approved Plus Project B Phase II (2009) 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): 0.809
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 20.0
 Optimal Cycle: 59 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 5 5 3 7 7 3 7 7
 Lanes: 0 0 1 0 0 0 1 1 0 0 1 0 0 1 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 Base: 20 48 64 10 145 80 118 600 194 109 324 19
 Added Vol: 0 0 2 1 0 0 0 0 0 54 0 2 50 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 48 66 11 145 80 118 651 194 111 374 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 66 11 145 80 118 651 194 111 374 20
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 48 66 11 145 80 118 651 194 111 374 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 20 48 66 11 145 80 118 651 194 111 374 20
 Saturation Flow Module:
 Sat/Lane: 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 0.35 0.49 0.05 0.61 0.34 1.00 0.77 0.23 1.00 0.95 0.05
 Final Sat.: 229 548 749 83 1095 607 1702 1333 397 1702 1687 90
 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 0.22 0.22
 Crit Moves: ****
 Green/Cycle: 0.16 0.16 0.16 0.16 0.16 0.16 0.16 0.60 0.60 0.08 0.52 0.52
 Volume/Cap: 0.54 0.54 0.54 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81
 Delay/Veh: 24.9 24.9 24.9 39.2 39.2 39.2 23.3 13.9 13.9 55.5 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: 24.9 24.9 24.9 39.2 39.2 39.2 23.3 13.9 13.9 55.5 9.0 9.0
 HCM2KAVG: 3 3 3 6 7 7 3 14 14 4 5 5

 Existing Plus Approved Plus Project B Phase II (2009) Saturday - Mitigation
 Ione Casino
 PM Peak Hour

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 B (Ph II) Saturday
 Trip Distribution: Existing
 Paths: 2006 (Amador Bypass)
 Routes: Existing
 Configuration: Existing

 Ione Casino
 Existing Plus Approved Plus Project B Phase II (2009) Saturday - Mitigation
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Trip Generation Report

Forecast for 2009 Alt B (Ph II) Saturday														
Zone #	Subzone	Amount	Units	Rate		Trips		Trips		Total # Of				
				In	Out	In	Out	In	Out	Trips	Total			
1	Ione Casino-	1.00	Ione Casino	351.00	344.00	351	344	344	344	695	100.0			
	Zone 1 Subtotal					351	344	344	344	695	100.0			

TOTAL											351	344	695	100.0

 Ione Casino
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 Trip Distribution Report

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 Intersection Volume Report
 Base Volume Alternative

Zone		1	2	3	4	5	6	7	8	9	10	11
Percent Of Trips Default		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
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		23	24	25	26							
Zone	1	0.1	0.8	1.4	1.6							

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	165	187	191	238	0
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 B Phase II (2009) Saturday - Mitigation
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Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	L	T	L	T	L	T				
7 SR-49 / Main- 9 SR-49 / Empir	56	179	129	14	163	17	19	42	46	178	89	16
10 SR-49 / SR-16	289	0	133	0	1474	11	21	0	204	3	2	0
24 SR-16 / Latro	0	0	74	0	0	0	0	397	187	208	466	0
25 SR-104 (Prest)	123	179	196	26	163	16	21	24	72	208	55	25
26 SR-104 (Main)	220	7	13	2	3	9	3	176	263	16	215	1
101 SR-49 / Proje	0	393	150	101	580	0	0	0	0	147	0	99
174 SR-49 / Proje	0	543	100	0	727	0	0	0	0	98	0	0

Existing Plus Approved Plus Project B Phase II (2009) Saturday - Mitigation
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Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh	Del/ LOS	V/ Veh	
# 7 SR-49 / Main-Fiddletown	A	6.1 0.520	A	6.9 0.571	+ 0.794 D/V
# 9 SR-49 / Empire	A	5.9 0.419	A	6.6 0.491	+ 0.774 D/V
# 10 SR-49 / SR-16	B	12.0 0.598	B	15.3 0.731	+ 3.328 D/V
# 24 SR-16 / Latrobe (Amador)	B	13.9 0.000	C	17.6 0.000	+ 3.681 D/V
# 25 SR-104 (Preston) / SR-124 (Mor)	A	4.7 0.377	A	6.6 0.576	+ 1.890 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A	4.6 0.438	A	7.0 0.607	+ 2.395 D/V
#101 SR-49 / Project Access	A	1.5 0.454	B	11.0 0.664	+ 9.476 D/V
#174 SR-49 / Project Service Access	A	1.1 0.422	A	6.5 0.615	+ 5.439 D/V

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Intersection # 24 SR-16 / Latrobe (Amdor)
Signal Warrant Summary Report
Base Met 777
Future Met No

Ione Casino
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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 1 0 0 0 1 0 0 0 0 1 0
Final Vol.: 0 0 0 0 78 0 5 5 386 0 0 464 139
ApproachDel: xxxxxx 17.6 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 volumes=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1077]
SUCCEEDED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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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): 0.571
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 26 Level Of Service: A

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

Control: Permitted Include Permitted Include
Rights: Permitted Include Permitted Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5

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: 1.14 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: 13 70 1 0 0 72 0 0 0 13 1 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 56 179 129 14 163 17 19 42 46 178 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: 57 183 131 14 166 17 20 43 47 181 91 16
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
MLF Adj: 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: 57 183 131 14 166 17 20 43 47 181 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 0.87 0.87 0.85 0.76 0.76 0.76
Lanes: 0.15 0.50 0.35 0.07 0.84 0.09 0.31 0.69 1.00 0.63 0.31 0.06
Final Sat.: 241 767 550 118 1408 148 518 1127 1615 903 452 81

Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.24 0.12 0.12 0.12 0.04 0.04 0.03 0.20 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.42 0.42 0.42 0.42 0.35 0.35 0.35 0.35 0.35 0.35 0.35
Volume/Cap: 0.57 0.57 0.57 0.28 0.28 0.28 0.11 0.11 0.08 0.57 0.57 0.57
Delay/Veh: 7.0 7.0 7.0 5.2 5.2 5.2 8.4 8.4 5.7 8.4 8.4 8.4
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: 7.0 7.0 7.0 5.2 5.2 5.2 8.4 8.4 5.7 8.4 8.4 8.4
HCM2kAVG: 4 3 4 1 1 1 0 0 0 3 4 3

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Ione Casino
Existing Plus Approved Plus Project B Phase II (2009) Saturday - Mitigation
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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): 0.571
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 26 Level Of Service: A

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

Control: Permitted Include Permitted Include
Rights: Permitted Include Permitted Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5

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: 1.14 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: 13 70 1 0 0 72 0 0 0 13 1 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 56 179 129 14 163 17 19 42 46 178 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: 57 183 131 14 166 17 20 43 47 181 91 16
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
MLF Adj: 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: 57 183 131 14 166 17 20 43 47 181 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 0.87 0.87 0.85 0.76 0.76 0.76
Lanes: 0.15 0.50 0.35 0.07 0.84 0.09 0.31 0.69 1.00 0.63 0.31 0.06
Final Sat.: 241 767 550 118 1408 148 518 1127 1615 903 452 81

Capacity Analysis Module:
Vol/Sat: 0.24 0.24 0.24 0.12 0.12 0.12 0.04 0.04 0.03 0.20 0.20 0.20
Crit Moves: ****
Green/Cycle: 0.42 0.42 0.42 0.42 0.35 0.35 0.35 0.35 0.35 0.35 0.35
Volume/Cap: 0.57 0.57 0.57 0.28 0.28 0.28 0.11 0.11 0.08 0.57 0.57 0.57
Delay/Veh: 7.0 7.0 7.0 5.2 5.2 5.2 8.4 8.4 5.7 8.4 8.4 8.4
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: 7.0 7.0 7.0 5.2 5.2 5.2 8.4 8.4 5.7 8.4 8.4 8.4
HCM2kAVG: 4 3 4 1 1 1 0 0 0 3 4 3

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

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

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Lanes, Volume Module, Base Vol., Growth Adj, Initial Bse, Added Vol., PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol, Critical Gap Module, Critical Gp, FollowUpTim, Capacity Module, Conflict Vol, Potent Cap, Move Cap, Volume/Cap, Level Of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Queue, Shared StpDel, Shared LOS, ApproachLanes.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Lanes, Volume Module, Base Vol., Growth Adj, Initial Bse, Added Vol., PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol, Critical Gap Module, Critical Gp, FollowUpTim, Capacity Module, Conflict Vol, Potent Cap, Move Cap, Volume/Cap, Level Of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Queue, Shared StpDel, Shared LOS, ApproachLanes.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Lanes, Volume Module, Base Vol., Growth Adj, Initial Bse, Added Vol., PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol, Critical Gap Module, Critical Gp, FollowUpTim, Capacity Module, Conflict Vol, Potent Cap, Move Cap, Volume/Cap, Level Of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Queue, Shared StpDel, Shared LOS, ApproachLanes.

Table with columns for Cycle (sec), Loss Time (sec), Optimal Cycle, Approach, Movement, Control, Rights, Lanes, Volume Module, Base Vol., Growth Adj, Initial Bse, Added Vol., PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol, Critical Gap Module, Critical Gp, FollowUpTim, Capacity Module, Conflict Vol, Potent Cap, Move Cap, Volume/Cap, Level Of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Queue, Shared StpDel, Shared LOS, ApproachLanes.

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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #26 SR-104 (Main) / SR-124 (Church)
 Cycle (sec): 6 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.607
 Loss Time (sec): 27 Average Delay (sec/veh): 7.0
 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 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 5 5 5 5
 Lanes: 1 0 0 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
 Initial Bse.: 117 7 13 2 3 9 3 175 162 16 214 1
 Added Vol.: 103 0
 PasserByVol.: 0
 Initial Fut.: 220 7 13 2 3 9 3 176 263 16 215 1
 User Adj.: 1.00
 PHF Adj.: 0.91
 PHF Volume: 242 7 14 2 4 10 4 194 288 17 236 1
 Reduct Vol.: 0
 Reduced Vol.: 242 7 14 2 4 10 4 194 288 17 236 1
 PCE Adj.: 1.00
 MUF Adj.: 1.00
 Final Vol.: 242 7 14 2 4 10 4 194 288 17 236 1

Saturation Flow Module:
 Sat/Lane: 1900
 Adjustment: 0.72 0.86 0.86 0.84 0.84 0.84 0.84 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: 1.00 0.35 0.65 0.15 0.23 0.62 0.01 0.40 0.59 0.07 0.92 0.01
 Final Sat.: 1366 576 1057 246 369 985 13 656 977 118 1592 8

Capacity Analysis Module:
 Vol/Sat: 0.18 0.01 0.01 0.01 0.01 0.01 0.01 0.30 0.30 0.30 0.15 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.29 0.29 0.29 0.29 0.29 0.29 0.49 0.49 0.49 0.49 0.49 0.49
 Volume/Cap: 0.61 0.04 0.04 0.03 0.03 0.03 0.61 0.61 0.61 0.61 0.61 0.61
 Delay/Veh: 10.9 6.9 6.9 6.9 6.9 6.9 6.4 6.4 6.4 6.4 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: 10.9 6.9 6.9 6.9 6.9 6.9 6.4 6.4 6.4 6.4 6.4 6.4
 HCM2kAvg: 4 0 0 0 0 0 4 4 4 4 4 4

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #25 SR-104 (Preston) / SR-124 (North)
 Cycle (sec): 6 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.576
 Loss Time (sec): 26 Average Delay (sec/veh): 6.6
 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 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 5 5 5 5
 Lanes: 1 0 0 1 0 0 0 0 1 1 0 0 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.: 1.14
 Initial Bse.: 123 179 91 23 163 16 21 24 72 105 55 22
 Added Vol.: 0 0 105 3 0
 PasserByVol.: 0
 Initial Fut.: 123 179 196 26 163 16 21 24 72 208 55 25
 User Adj.: 1.00
 PHF Adj.: 0.90
 PHF Volume: 137 199 218 29 181 18 23 27 80 231 61 27
 Reduct Vol.: 0
 Reduced Vol.: 137 199 218 29 181 18 23 27 80 231 61 27
 PCE Adj.: 1.00
 MUF Adj.: 1.00
 Final Vol.: 137 199 218 29 181 18 23 27 80 231 61 27

Saturation Flow Module:
 Sat/Lane: 1900
 Adjustment: 0.62 0.87 0.87 0.86
 Lanes: 1.00 0.48 0.52 0.12 0.80 0.08 0.18 0.20 0.62 1.00 0.69 0.31
 Final Sat.: 1174 788 864 206 1302 127 289 338 1013 1216 1188 536

Capacity Analysis Module:
 Vol/Sat: 0.12 0.25 0.25 0.14 0.14 0.14 0.08 0.08 0.08 0.19 0.05 0.05
 Crit Moves: ****
 Green/Cycle: 0.44 0.44 0.44 0.44 0.44 0.33 0.33 0.33 0.33 0.33 0.33 0.33
 Volume/Cap: 0.47 0.58 0.58 0.32 0.32 0.32 0.24 0.24 0.24 0.58 0.16 0.16
 Delay/Veh: 4.9 6.6 6.6 5.0 5.0 5.0 6.6 6.6 6.6 9.3 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: 4.9 6.6 6.6 5.0 5.0 5.0 6.6 6.6 6.6 9.3 6.3 6.3
 HCM2kAvg: 1 4 4 2 2 2 1 1 1 3 1 1

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

Intersection #101 SR-49 / Project Access
Cycle (sec): 45 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
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 Permitted Permitted
Rights: 0 0 7 7 3 1 7 0 0 0 0 0 0 0 5 0 5
Min. Green: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1
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 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
Initial Bse: 0 393 0 0 580 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 150 101 0 0 0 0 0 0 147 0 0 99 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: 0 393 150 101 580 0 0 0 0 0 147 0 0 99 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: 0 433 165 111 639 0 0 0 0 0 162 0 0 109 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 433 165 111 639 0 0 0 0 0 162 0 0 109 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.: 0 433 165 111 639 0 0 0 0 0 162 0 0 109 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
Adjustment: 1.00 0.91 0.91 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
Lanes: 0.00 0.84 0.16 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
Final Sat.: 0.1455 268 0 1759 0 0 0 0 0 1461 0 1615 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.41 0.41 0.00 0.46 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: 0.00 0.74 0.74 0.00 0.74 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
Green/Cycle: 0.00 0.74 0.74 0.00 0.74 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 0.56 0.56 0.00 0.61 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 4.2 4.2 0.0 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
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: 0.0 4.2 4.2 0.0 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
HCM2kAVG: 0 7 7 0 8 0 0 0 0 0 0 0 0 0 0 0 0 0

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

Intersection #101 SR-49 / Project Access
Cycle (sec): 45 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.0
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 Permitted Permitted
Rights: 0 0 7 7 3 1 7 0 0 0 0 0 0 0 5 0 5
Min. Green: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 1 0 0 0 1
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 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
Initial Bse: 0 393 0 0 580 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 0 150 101 0 0 0 0 0 0 147 0 0 99 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: 0 393 150 101 580 0 0 0 0 0 147 0 0 99 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: 0 433 165 111 639 0 0 0 0 0 162 0 0 109 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 433 165 111 639 0 0 0 0 0 162 0 0 109 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.: 0 433 165 111 639 0 0 0 0 0 162 0 0 109 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
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
Lanes: 0.00 0.72 0.28 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
Final Sat.: 0.1226 468 1671 1759 0 0 0 0 0 1461 0 1615 0 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.35 0.35 0.07 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
Crit Moves: 0.00 0.53 0.53 0.10 0.63 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
Green/Cycle: 0.00 0.53 0.53 0.10 0.63 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 0.66 0.66 0.66 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
Delay/Veh: 0.0 9.5 9.5 29.1 5.5 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
AdjDel/Veh: 0.0 9.5 9.5 29.1 5.5 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 7 7 3 6 0 0 0 0 0 0 0 0 0 0 0 0 0

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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): 0.670
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.2
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 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 Bse: 0 0 0 62 0 395 386 264 0 0 284 67

Added Vol: 0 0 0 0 0 81 83 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 62 0 476 469 264 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 0 476 469 264 0 0 284 67

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

Reduced Vol: 0 0 0 62 0 476 469 264 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

MLF Adj: 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 62 0 476 469 264 0 0 284 67

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 0.00 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 0.32 0.27 0.14 0.00 0.00 0.20 0.20

Crit Moves: ****

Green/Cycle: 0.00 0.00 0.00 0.13 0.00 0.50 0.36 0.63 0.00 0.00 0.27 0.27

Volume/Cap: 0.00 0.00 0.00 0.33 0.00 0.64 0.74 0.23 0.00 0.00 0.74 0.74

Delay/Veh: 0.0 0.0 0.0 16.0 0.0 9.0 15.1 3.1 0.0 0.0 18.8 18.8

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: 0.0 0.0 0.0 16.0 0.0 9.0 15.1 3.1 0.0 0.0 18.8 18.8

HCM2RAvg: 0 0 0 1 0 5 7 1 0 0 6 6

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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): 0.558
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 25 Level of Service: A

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 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

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: 103 0 0 0 0 0 0 1 101 0 1 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 218 7 12 2 3 9 3 173 259 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: 218 7 12 2 3 9 3 173 259 16 211 1

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

Reduced Vol: 218 7 12 2 3 9 3 173 259 16 211 1

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

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

Final Vol.: 218 7 12 2 3 9 3 173 259 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 0.87 0.87 0.87 0.91 0.91 0.91

Lanes: 1.00 0.35 0.65 0.15 0.23 0.62 0.01 0.40 0.59 0.07 0.92 0.01

Final Sat.: 1369 576 1057 246 369 983 13 653 980 118 1595 8

Capacity Analysis Module:

Vol/Sat: 0.16 0.01 0.01 0.01 0.01 0.01 0.26 0.26 0.13 0.13 0.13 0.13

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 0.47

Volume/Cap: 0.56 0.04 0.04 0.03 0.03 0.03 0.56 0.56 0.56 0.28 0.28 0.28

Delay/Veh: 9.4 6.5 6.5 6.5 6.5 6.5 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: 9.4 6.5 6.5 6.5 6.5 6.5 5.6 5.6 5.6 4.2 4.2 4.2

HCM2RAvg: 3 0 0 0 0 0 3 3 3 1 1 1

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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.540
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 9.7
 Optimal Cycle: 49 Level Of Service: A
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Split Phase Split Phase
 Rights: 7 Include 7 Include 7 Include 7 Include
 Min. Green: 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0
 Lanes: 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 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 12 0 0 0 0 110 0 12 107 0
 PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0
 Initial Fut: 1 109 45 30 87 40 20 622 3 68 625 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 45 30 87 40 20 622 3 68 625 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 45 30 87 40 20 622 3 68 625 43
 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 0.70 0.29 1.00 0.68 0.32 1.00 0.99 0.01 1.00 0.93 0.07
 Final Sat.: 13 1280 533 1805 1239 572 1753 1833 10 1753 1708 119
 Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.09 0.02 0.07 0.07 0.01 0.34 0.34 0.04 0.37 0.37
 Crit Moves: ****
 Green/Cycle: 0.14 0.14 0.14 0.14 0.14 0.06 0.41 0.41 0.06 0.41 0.41
 Volume/Cap: 0.60 0.60 0.60 0.12 0.49 0.49 0.19 0.83 0.83 0.63 0.90 0.90
 Delay/Veh: 23.4 23.4 23.4 18.5 20.8 20.8 22.7 20.8 20.8 34.0 27.2 27.2
 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: 23.4 23.4 23.4 18.5 20.8 20.8 22.7 20.8 20.8 34.0 27.2 27.2
 HCM2kVeh: 3 3 3 1 1 3 2 0 12 2 14 13

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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): 0.706
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
 Optimal Cycle: 49 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Split Phase Split Phase
 Rights: 7 Include 7 Include 7 Include 7 Include
 Min. Green: 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0
 Lanes: 0 0 1 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 12 0 0 0 0 110 0 12 107 0
 PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0
 Initial Fut: 1 109 45 30 87 40 20 622 3 68 625 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 45 30 87 40 20 622 3 68 625 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 45 30 87 40 20 622 3 68 625 43
 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 0.70 0.29 1.00 0.68 0.32 1.00 0.99 0.01 1.00 0.93 0.07
 Final Sat.: 13 1280 533 1805 1239 572 1753 1833 10 1753 1708 119
 Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.09 0.02 0.07 0.07 0.01 0.34 0.34 0.04 0.37 0.37
 Crit Moves: ****
 Green/Cycle: 0.14 0.14 0.14 0.14 0.14 0.06 0.41 0.41 0.06 0.41 0.41
 Volume/Cap: 0.60 0.60 0.60 0.12 0.49 0.49 0.19 0.83 0.83 0.63 0.90 0.90
 Delay/Veh: 23.4 23.4 23.4 18.5 20.8 20.8 22.7 20.8 20.8 34.0 27.2 27.2
 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: 23.4 23.4 23.4 18.5 20.8 20.8 22.7 20.8 20.8 34.0 27.2 27.2
 HCM2kVeh: 3 3 3 1 1 3 2 0 12 2 14 13

APPENDIX O

Intersection Operations Calculations 2006 EPAP Plus Alternative C Condition

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

Scenario: 2006 Ex + Ap + Alt C Friday
 Trip Generation Report

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

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

Trip Generation Report
 Forecast for 2006 Alt C Friday

Zone #	Subzone	Amount	Units	Rate		Trips		Trips		Total % Of Trips Total
				In	Out	In	Out			
1	Ione Casino-	1.00	Ione Casino	187.00	173.00	187	173	187	173	360 100.0
	Zone 1 Subtotal					187	173	187	173	360 100.0

TOTAL						187	173	187	173	360 100.0

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

Turning Movement Report

2006 Alt C 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 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	14 0 0	0 0 0	0 0 0	13 27
Total	0 0 0	14 0 0	0 0 0	0 0 0	13 27
#2 Main / Sherwood					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	2 0 0	0 0 0	0 11	3 0 10	0 26
Total	2 0 0	0 0 0	0 11	3 0 10	0 26
#3 Main / Empire					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	2 0 0	0 0 0	0 9	2 0 8	0 21
Total	2 0 0	0 0 0	0 9	2 0 8	0 21
#4 Main / Poplar					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	2 0 0	0 0 0	0 7	2 0 6	0 17
Total	2 0 0	0 0 0	0 7	2 0 6	0 17
#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 7	0 0 6	0 13
Total	0 0 0	0 0 0	0 7	0 0 6	0 13
#6 SR-49 / Miller Way					
Base	27 152	0 0 96	4 3 0	11 0 0	0 295
Added	0 35	0 0 38	0 0 0	0 0 0	0 73
PassBY	0 -2	0 -3	0 0 0	0 0 0	0 -5
Total	27 185	0 131	4 3 0	11 0 0	0 363
#7 SR-49 / Main-Fiddletown					
Base	48 120 234	15 103	18 14 63	44 110 53	13 834
Added	7 35	1 0 38	0 0 0	7 1 0	0 89
PassBY	0 -2	0 -3	0 0 0	0 0 0	0 -5
Total	55 153 235	15 138	18 14 63	51 111 53	13 918
#8 SR-49 / Poplar					
Base	36 469	0 0 264	6 6 0	40 0 0	0 821
Added	2 43	0 0 46	0 0 0	2 0 0	0 93
PassBY	0 -2	0 -3	0 0 0	0 0 0	0 -5
Total	38 510	0 307	6 6 0	42 0 0	0 909

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

Ione Casino
Existing Plus Approved Plus Project C (2006) Friday
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	

#9 SR-49 / Empire

Base	115	467	5	3	322	6	9	1	92	1	6	2	1030
Added	5	45	0	0	48	0	0	0	5	0	0	0	103
PassBy	0	0	-2	0	-3	0	0	0	0	0	0	0	-5
Total	120	510	5	3	367	6	9	1	97	1	6	2	1128

#10 SR-49 / SR-16

Base	195	0	85	0	0	0	308	335	146	213	0	1283
Added	0	0	9	0	0	0	124	0	9	115	0	257
PassBy	0	0	0	0	0	0	-2	0	-3	0	0	-5
Total	195	0	94	0	0	0	430	335	152	328	0	1535

#11 SR-49 / Main (Drytown)

Base	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	18
Total	0	9	0	0	9	0	0	0	0	0	0	0	18

#12 SR-49 / Water-Amador Creek

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	0	3	0	0	0	0	7
Total	4	0	0	0	0	0	0	3	0	0	0	0	7

#13 SR-49 / Gopher Flat

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	0	0	3	0	0	0	0	6
Total	3	0	0	0	0	0	0	3	0	0	0	0	6

#14 SR-49 / Eureka

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	3	0	0	3	0	0	0	0	0	0	0	6
Total	0	3	0	0	3	0	0	0	0	0	0	0	6

#15 SR-49 / Church

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	3	0	0	3	0	0	0	0	0	0	0	6
Total	0	3	0	0	3	0	0	0	0	0	0	0	6

#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	5	0	0	5	2	2	0	0	0	0	0	14
Total	0	5	0	0	5	2	2	0	0	0	0	0	14

#17 SR-49 / Jackson Gate-Ione Martell

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

#18 SR-49 / SR-88 (North)

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	4	0	0	0	0	0	0	0	0	4
Total	0	0	0	4	0	0	0	0	0	0	0	0	4

#19 SR-49 / Sutter

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	4	0	0	0	0	0	0	0	4
Total	0	4	0	0	4	0	0	0	0	0	0	0	4

#20 SR-49 / Hoffman

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	4	0	0	0	0	0	0	0	4
Total	0	4	0	0	4	0	0	0	0	0	0	0	4

#21 SR-49 / Main (Jackson)

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	4	0	0	0	0	0	0	0	4
Total	0	4	0	0	4	0	0	0	0	0	0	0	4

#22 SR-49 / SR-88 (South)

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	3	0	0	3	0	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	0	0	3

#23 SR-16 / SR-124

Base	9	0	107	0	0	0	0	0	541	18	50	367	1092
Added	0	0	57	0	0	0	0	0	66	0	53	61	237
PassBy	0	0	0	0	0	0	0	0	-2	0	0	0	-2
Total	9	0	164	0	0	0	0	0	605	18	103	428	1327

#24 SR-16 / Latrobe (Amador)

Base	0	0	0	132	0	5	4	399	0	0	215	89	844
Added	0	0	0	0	0	0	0	66	0	0	61	0	127
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	0	0	0	132	0	5	4	463	0	0	276	89	969

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

Base	105	190	136	33	207	31	24	19	76	134	17	22	994
Added	0	0	56	2	0	0	0	0	0	52	0	1	111
Total	105	190	192	35	207	31	24	19	76	186	17	23	1105

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

Base	174	6	11	2	7	16	32	183	221	3	136	3	796
Added	55	0	0	0	0	0	0	0	51	0	0	0	106
Total	229	6	11	2	7	16	32	183	272	3	136	3	902

Ione Casino												
Existing Plus Approved Plus Project C (2006) Friday												
PM Peak Hour												
Volume Type	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
#36 SR-49 / Pleasant Valley												
Base	103	0	166	0	0	0	0	0	402	187	216	253
Added	7	0	28	0	0	0	0	0	0	8	30	0
Total	110	0	194	0	0	0	0	0	402	195	246	253
#37 SR-16 / Ione												
Base	55	0	1	0	0	0	0	447	135	0	215	0
Added	0	0	0	0	0	0	0	66	0	0	61	0
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0
Total	55	0	1	0	0	0	0	511	135	0	276	0
#38 SR-16 / Murietta South Pkwy												
Base	0	0	1	7	2	88	180	581	0	1	263	8
Added	0	0	0	0	0	0	0	66	0	0	61	0
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0
Total	0	0	1	7	2	88	180	645	0	1	324	8
#39 SR-16 / Murietta Pkwy												
Base	92	122	34	34	71	111	195	653	112	28	284	34
Added	0	0	0	0	0	0	0	66	0	0	61	0
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0
Total	92	122	34	34	71	111	195	717	112	28	345	34
#40 SR-16 / Stone House												
Base	0	0	0	71	0	4	14	899	0	0	423	39
Added	0	0	0	0	0	0	0	66	0	0	61	0
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0
Total	0	0	0	71	0	4	14	953	0	0	484	39
#41 SR-16 / Latrobe (Sac)												
Base	5	0	2	5	0	26	33	864	13	2	463	8
Added	0	0	0	0	0	0	0	66	0	0	61	0
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0
Total	5	0	2	5	0	26	33	928	13	2	524	8
#42 SR-16 / Dillard												
Base	64	0	89	0	0	0	0	776	173	54	399	0
Added	0	0	1	0	0	0	0	65	0	1	60	0
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0
Total	64	0	90	0	0	0	0	839	173	55	459	0
#43 SR-16 / Sloughhouse												
Base	4	0	54	0	0	0	0	939	8	29	532	0
Added	0	0	0	0	0	0	0	65	0	0	60	0
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0
Total	4	0	54	0	0	0	0	1002	8	29	592	0

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Ione Casino												
Existing Plus Approved Plus Project C (2006) Friday												
PM Peak Hour												
Volume Type	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
#27 SR-104 / SR-88												
Base	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
Total	0	0	0	0	0	0	0	0	0	0	0	0
#28 SR-88 / SR-124												
Base	0	0	0	3	0	143	133	388	0	0	283	2
Added	0	0	0	0	0	48	52	2	0	0	2	0
Total	0	0	0	3	0	191	185	390	0	0	285	2
#29 SR-88 / SR-12 (North)												
Base	0	0	0	69	0	363	480	396	0	0	224	52
Added	0	0	0	0	0	41	44	0	0	0	0	0
Total	0	0	0	69	0	404	524	396	0	0	224	52
#30 SR-88 / SR-12 (South)												
Base	30	761	2	3	468	251	264	1	19	2	3	2
Added	0	29	0	0	27	11	12	0	0	0	0	0
Total	30	790	2	3	495	262	276	1	19	2	3	2
#31 SR-88 / Kettleman												
Base	18	556	16	5	353	80	221	84	26	14	62	6
Added	0	25	0	0	24	3	4	0	0	0	0	0
Total	18	581	16	5	377	83	225	84	26	14	62	6
#32 SR-12 / SR-99 SB Ramps												
Base	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
Total	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
Added	0	0	11	0	0	0	0	1	0	0	11	0
Total	0	0	11	0	0	0	0	1	0	0	11	0
#34 Kettleman / SR-99 SB Ramps												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	3	0	6	0	0	3	0
Total	0	0	0	0	0	3	0	6	0	0	3	0
#35 Kettleman / SR-99 NB Ramps												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	3	0	0	3	0
Total	0	0	0	0	0	0	0	3	0	0	3	0

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 Lone Casino
 Existing Plus Approved Plus Project C (2006) Friday
 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	0	308	335	146	213
23 SR-16 / SR-12	9	0	107	0	0	0	0	0	541	18	50	367
24 SR-16 / Latro	0	0	132	0	0	0	5	4	399	0	0	215
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	0	0	0	0	0	0	0	0	0	0	0
174 SR-49 / Proje	0	587	0	0	415	0	0	0	0	0	0	0

 Lone Casino
 Existing Plus Approved Plus Project C (2006) Friday
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#44 SR-16 / Grant Line	0	227	54	110	326	56	80	776	2	43	370	41	2085
Base	0	0	7	0	0	0	0	58	0	6	54	0	125
Added	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Passby	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	227	61	110	326	56	80	832	2	49	424	41	2208
#45 SR-16 / Sunrise	4	329	57	328	831	118	83	480	22	37	254	172	2716
Base	0	0	3	15	0	0	0	40	0	3	37	14	112
Added	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Passby	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	329	60	343	831	118	83	518	22	40	291	186	2826
#46 SR-16 / Excelsior	19	45	60	9	136	75	111	562	182	102	304	18	1622
Base	0	0	2	1	0	0	0	38	0	2	35	1	79
Added	0	0	0	0	0	0	0	-2	0	0	0	0	0
Passby	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	19	45	62	10	136	75	111	598	182	104	339	19	1699
#47 SR-16 / Bradshaw	62	653	43	346	1119	489	268	525	77	55	291	122	4051
Base	0	0	2	5	0	0	0	31	0	2	29	5	74
Added	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Passby	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	62	653	45	351	1119	489	268	554	77	57	320	127	4123
#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	0	0	0	0	0	0	0	0	74	0	50	258
Passby	0	-2	0	0	-3	0	0	0	0	0	0	0	-5
Total	0	585	0	0	412	0	0	0	0	74	0	50	1255
#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	0	0	0	0	0	0	0	0	49	0	0	256
Passby	0	-1	0	0	-3	0	0	0	0	0	0	0	-4
Total	0	666	0	0	486	0	0	0	0	49	0	0	1254
#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	53	0	0	0	0	134	0	49	124	0	360
Total	0	0	53	0	0	0	0	134	0	49	124	0	360

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

Ione Casino
Existing Plus Approved Plus Project C (2006) 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	27	185	0	0	131	4	3	0	11	0	0	0
7 SR-49 / Main-	55	153	235	15	138	18	14	63	51	111	53	13
8 SR-49 / Poplar	38	510	0	0	307	6	6	0	42	0	0	0
9 SR-49 / Empir	120	510	5	3	367	6	9	1	97	1	6	2
10 SR-49 / SR-16	195	0	94	0	0	0	0	430	335	152	328	0
23 SR-16 / SR-12	9	0	164	0	0	0	0	605	18	103	428	0
24 SR-16 / Latro	0	0	0	132	0	5	4	463	0	0	276	89
25 SR-104 (Prest)	105	190	192	35	207	31	24	19	76	186	17	23
26 SR-104 (Main)	229	6	11	2	7	16	32	183	272	3	136	3
28 SR-88 / SR-12	0	0	0	3	0	191	185	390	0	0	285	2
101 SR-49 / Proje	0	585	80	54	412	0	0	0	0	74	0	50
174 SR-49 / Proje	0	566	53	0	486	0	0	0	0	0	49	0

Intersection	#	Base Del./ LOS	V/ C	Future Del./ LOS	V/ C	Change in in		
							Del./ LOS	V/ C
# 6 SR-49 / Miller Way	C	21.7	0.000	D	27.6	0.000	+ 0.286	D/V
# 7 SR-49 / Main-Fiddletown	B	11.1	0.000	B	11.7	0.000	+ 5.946	D/V
# 8 SR-49 / Poplar	C	22.7	0.000	D	25.8	0.000	+ 3.118	D/V
# 9 SR-49 / Empire	D	31.3	0.000	F	79.4	0.000	+48.094	D/V
# 10 SR-49 / SR-16	B	14.3	0.000	C	17.2	0.000	+ 2.913	D/V
# 23 SR-16 / SR-124	C	18.1	0.000	C	22.2	0.000	+ 4.136	D/V
# 24 SR-16 / Latrobe (Amador)	F	55.0	0.000	F	128.9	0.000	+73.863	D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	C	20.6	0.000	D	27.9	0.000	+ 7.315	D/V
# 26 SR-104 (Main) / SR-124 (Church)	B	11.6	0.000	B	12.3	0.000	+ 0.670	D/V
# 28 SR-88 / SR-124	A	0.0	0.000	D	27.3	0.000	+27.266	D/V
#101 SR-49 / Project Access	A	0.0	0.000	D	30.6	0.000	+30.578	D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	D	30.6	0.000	+30.578	D/V

Ione Casino
 Existing Plus Approved Plus Project C (2006) Friday
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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	???	NO
#174 SR-49 / Project Service Access	???	NO

Ione Casino
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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.: 30 205 0 0 145 5 3 0 13 0 0 0 0
 ApproachDel: xxxxxx xxxxxx 9.5 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=401]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Ione Casino
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Signal Warrant Report

 Intersection #7 SR-49 / Main-Fiddlecown

 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.: 58 160 246 15 145 19 14 66 53 116 56 13
 ApproachDel: xxxxxx xxxxxx 14.9 27.6

 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=133]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=961]
 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=185]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=961]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
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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
 Final Vol.: 40 548 0 0 330 7 7 0 45 0 0 0 0
 ApproachDel: xxxxxx xxxxxx 11.7 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=977]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project C (2006) Friday
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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 0 0
Final Vol.: 127 542 6 3 390 7 10 1 103 1 7 2
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=114)
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=4) (total volume=1199)
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=1199)
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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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 1 0 1 1 0 1 0 0
Final Vol.: 202 0 57 0 0 0 0 0 0 446 347 158 340 0
ApproachDel: 79.4 xxxxxx

Approach(northbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=6.6)
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=299)
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1590)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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

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***** 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 1 0 1 0 0
Final Vol.: 10 0 169 0 0 0 0 0 0 625 18 107 442 0
ApproachDel: 17.2 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=179]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=170]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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

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***** 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 4 484 0 0 289 93
ApproachDel: xxxxxx 22.2 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=143]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1012]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C (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 1 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
Final Vol.: 111 201 202 37 218 33 25 20 80 196 18 24
ApproachDel: xxxxxx 16.8 xxxxxx 128.9

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=1166]
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=8.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=238]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1166]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project C (2006) 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 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
Final Vol.: 111 201 202 37 218 33 25 20 80 196 18 24
ApproachDel: xxxxxx 16.8 xxxxxx 128.9

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=1166]
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=8.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=238]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1166]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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

Signal Warrant Report

Intersection #28 SR-86 / 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.: 0 0 0 0 3 0 207 200 422 0 0 309 2
ApproachDel: xxxxxx 12.3 xxxxxx

Approach(southbound) [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=211]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1145]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project C (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.: 0 622 85 57 437 0 0 0 0 0 0 0 0 0 0 1
ApproachDel: xxxxxx xxxxxx xxxxxx

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=132]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1333]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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

Signal Warrant Report
Intersection #174 SR-49 / Project Service Access
Future Volume Alternative: Peak Hour Warrant NOT Met

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R) for Uncontrolled, Stop Sign, and Signal.

Approach [westbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.4)
Signal Warrant Rule #2: (vehicle-hours less than 5 for two or more lane approach.)
Signal Warrant Rule #3: (approach volume=52)
Signal Warrant Rule #4: (approach volume less than 150 for two or more lane approach.)
Signal Warrant Rule #5: (approach count=3) [total volume=1312]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

Level Of Service Computation Report
Intersection #6 SR-49 / Miller Way
2000 HCM Unsignalized Method (Future Volume Alternative)

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R) for Uncontrolled, Stop Sign, and Signal.

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
Initial Bse: 27 152 0 0 96 4 3 0 11 0 0 0
Added Vol: 0 35 0 0 38 0 0 0 0 0 0 0
PasserByVol: 0 -2 0 0 -3 0 0 0 0 0 0 0
Initial Fut: 27 185 0 0 131 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
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: 30 205 0 0 145 5 3 0 13 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 205 0 0 145 5 3 0 13 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxx xxxxxx xxxxxx xxxxxx 6.4 xxx 6.2 xxxxxx xxxxxx xxxxxx
FollowUpTim: 2.3 xxx xxxxxx xxxxxx xxxxxx 3.5 xxx 3.3 xxxxxx xxxxxx xxxxxx

Capacity Module:
Conflict Vol: 150 xxx xxxxxx 413 xxx 147 xxx xxxxxx
Potent Cap.: 1396 xxx xxxxxx 600 xxx 905 xxx xxxxxx
Move Cap.: 1396 xxx xxxxxx 590 xxx 905 xxx xxxxxx
Volume/Cap: 0.02 xxx xxxxxx 0.01 xxx 0.01 xxx xxxxxx

Level Of Service Module:
Queue: 0.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: 7.6 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared Queue: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared StpDel: xxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: xxxxxx 9.5
ApproachLOS: A

Ione Casino
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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 (11.7)
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
Rights: Include Include Include
Lanes: 0 1 0 0 0 0 0 1 0 0 0 0 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: 1.04 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: 2 43 0 0 46 0 0 0 2 0 0 0
PasserByVol: 0 -2 0 0 -3 0 0 0 0 0 0 0
Initial Fut: 38 510 0 0 307 6 6 0 42 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
PHF Volume: 40 548 0 0 330 7 7 0 45 0 0 0
Final Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx
FollowupTm: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 337 xxxxx xxxxx xxxxx xxxxx xxxxx 963 xxxxx 334 xxxxx xxxxx xxxxx
Potential Cap.: 1189 xxxxx xxxxx xxxxx xxxxx xxxxx 286 xxxxx 713 xxxxx xxxxx xxxxx
Move Cap.: 1189 xxxxx xxxxx xxxxx xxxxx xxxxx 278 xxxxx 713 xxxxx xxxxx xxxxx
Volume/Cap: 0.03 xxxxx 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: 8.1 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 592 xxxxx xxxxx xxxxx
Shrd StpDel: 8.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.7 xxxxx xxxxx xxxxx
Shared LOS: A * * * * * B * * * * *
ApproachDel: xxxxxx * * * * * 11.7 * * * * *
ApproachLOS: xxxxxx * * * * * B

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

Intersection #7 SR-49 / Main-Fiddletown
Average Delay (sec/veh): 8.0 Worst Case Level of Service: D (27.6)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign
Rights: Include Include Include
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 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
Initial Bse: 48 120 234 15 103 18 14 63 44 110 53 13
Added Vol: 7 35 1 0 38 0 0 0 7 1 0 0
PasserByVol: 0 -2 0 0 -3 0 0 0 0 0 0 0
Initial Fut: 55 153 235 15 138 18 14 63 51 111 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
PHF Volume: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
PHF Volume: 58 160 246 15 145 19 14 66 53 116 56 13
Final Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowupTm: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 164 xxxxx xxxxx 406 xxxxx xxxxx 618 707 154 643 593 283
Potential Cap.: 1379 xxxxx xxxxx 1121 xxxxx xxxxx 404 363 897 389 421 760
Move Cap.: 1379 xxxxx xxxxx 1121 xxxxx xxxxx 340 342 897 299 398 760
Volume/Cap: 0.04 xxxxx xxxxx 0.01 xxxxx xxxxx 0.04 0.19 0.06 0.39 0.14 0.02
Level Of Service Module:
Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
Stopped Del: 7.7 xxxxx xxxxx 8.3 xxxxx xxxxx xxxxx 9.3 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 342 xxxxx xxxxx xxxxx 339 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 0.9 xxxxx xxxxx xxxxx 3.1 xxxxx
Shared LOS: * * * * * C * * * * * D * * * * *
ApproachDel: xxxxxx * * * * * 14.9 * * * * * 27.6 * * * * *
ApproachLOS: xxxxxx * * * * * B

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

Intersection #10 SR-49 / SR-16
Average Delay (sec/veh): 15.6 Worst Case Level of Service: F (79.4)
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: Channel Include Channel Include
Lanes: 1 0 0 1 0 0 0 0 0 0 0 1 0 1 1 0 0 0

Volume Module:
Base Vol: 187 0 81 0 0 0 0 295 321 140 204 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
Initial Bse: 195 0 85 0 0 0 0 308 335 146 213 0
Added Vol: 0 0 9 0 0 0 0 124 0 9 115 0
PasserByVol: 0 0 0 0 0 0 0 -2 0 -3 0 0
Initial Fut: 195 0 94 0 0 0 0 430 335 152 328 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 202 0 97 0 0 0 0 446 347 158 340 0
Final Vol: 202 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gap: 6.5 xxxxx 6.3 xxxxx xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx
FollowupLim: 3.6 xxxxx 3.4 xxxxx xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1101 xxxxx 446 xxxxx xxxxx xxxxx xxxxx 446 xxxxx xxxxx
Potent Cap.: 208 xxxxx 600 xxxxx xxxxx xxxxx xxxxx 1083 xxxxx xxxxx
Move Cap.: 203 xxxxx 600 xxxxx xxxxx xxxxx xxxxx 1083 xxxxx xxxxx
Volume/Cap: 1.00 xxxxx 0.16 xxxxx xxxxx xxxxx xxxxx 0.15 xxxxx xxxxx
Level of Service Module:
Queue: 8.7 xxxxx 0.6 xxxxx xxxxx xxxxx xxxxx xxxxx 0.5 xxxxx xxxxx
Stopped Del:111.7 xxxxx 12.2 xxxxx xxxxx xxxxx xxxxx xxxxx 8.9 xxxxx xxxxx
LOS by Move: F * B * 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 xxxxx xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: 79.4 F
ApproachLOS: *

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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 (25.8)
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: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 0 1 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
Initial Bse: 115 467 5 3 322 6 9 1 92 1 6 2
Added Vol: 5 45 0 0 48 0 0 0 5 0 0 0
PasserByVol: 0 -2 0 -3 0 0 0 0 0 0 0 0
Initial Fut: 120 510 5 3 367 6 9 1 97 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: 127 542 6 3 390 7 10 1 103 1 7 2
Final Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowupLim: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 547 xxxxx xxxxx 1204 1202 393 1251 1202 545
Potent Cap.: 1130 xxxxx xxxxx 992 xxxxx xxxxx 163 186 660 151 186 542
Move Cap.: 1130 xxxxx xxxxx 992 xxxxx xxxxx 142 163 660 115 163 542
Volume/Cap: 0.11 xxxxx xxxxx 0.00 xxxxx xxxxx 0.07 0.01 0.16 0.01 0.04 0.00
Level of Service Module:
Queue: 0.4 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx xxxxx
Stopped Del: 8.6 xxxxx xxxxx 8.6 xxxxx xxxxx xxxxx xxxxx 11.5 xxxxx xxxxx xxxxx
LOS by Move: A * A * A * B * 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 xxxxx xxxxx
Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxx *
ApproachLOS: *

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

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #24 SR-16 / Latrobe (Amador)
Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C(22.2)
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: Channel Channel Include Include
Lanes: 0 0 0 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 1 0

Volume Module:
Base Vol.: 9 0 102 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
Initial Bse.: 9 0 107 0 0 0 0 541 18 50 367 0
Added Vol.: 0 0 57 0 0 0 0 66 0 53 61 0
PasserByVol.: 0 0 0 0 0 0 0 -2 0 0 0 0
Initial Fut.: 9 0 164 0 0 0 0 605 18 103 428 0
User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj.: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 10 0 169 0 0 0 0 625 18 107 442 0
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 0 169 0 0 0 0 625 18 107 442 0
Critical Gap Module:
Critical Gp: 6.4 xxxxx 6.3 xxxxxx 4.2 xxxxxx 4.2 xxxxxx
FollowUpTm: 3.5 xxxxx 3.3 xxxxxx 2.3 xxxxxx 2.3 xxxxxx

Volume Module:
Base Vol.: 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
Initial Bse.: 0 0 0 132 0 5 4 399 0 0 215 89
Added Vol.: 0 0 0 0 0 0 0 0 66 0 0 0
PasserByVol.: 0 0 0 0 0 0 0 0 -2 0 0 0
Initial Fut.: 0 0 0 132 0 5 4 463 0 0 276 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
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: 0 0 0 138 0 5 4 484 0 0 289 93
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 138 0 5 4 484 0 0 289 93
Critical Gap Module:
Critical Gp: 6.4 xxxxx 6.2 xxxxx 4.1 xxxxx 4.1 xxxxx
FollowUpTm: 3.5 xxxxx 3.3 xxxxx 2.2 xxxxx 2.2 xxxxx

Capacity Module:
Conflict Vol.: 1280 xxxxx 625 xxxxx 625 xxxxx 625 xxxxx
Potent Cap.: 180 xxxxx 479 xxxxx 479 xxxxx 479 xxxxx
Move Cap.: 164 xxxxx 479 xxxxx 479 xxxxx 479 xxxxx
Volume/Cap.: 0.06 xxxxx 0.35 xxxxx 0.35 xxxxx 0.35 xxxxx
Level Of Service Module:
Queue: 0.2 xxxxx 1.6 xxxxxx 16.5 xxxxxx 9.4 xxxxxx
Stopped Del: 28.3 xxxxx 16.5 xxxxxx 16.5 xxxxxx 16.5 xxxxxx
LOS by Move: D C A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: A A A A
ApproachDel: 17.2 C
ApproachLOS: C C

Capacity Module:
Conflict Vol.: 827 xxxxx 335 xxxxx 335 xxxxx 335 xxxxx
Potent Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap.: xxxxxx xxxxx 0.40 xxxxx 0.01 xxxxxx
Level Of Service Module:
Queue: xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: A A A A
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxx 22.2 xxxxxx 8.1 xxxxxx
Shared LOS: C C A A
ApproachDel: xxxxxx 22.2 C
ApproachLOS: C C

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

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

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: D (27.9)

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: 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: 55 0 0 0 0 0 0 0 0 0 0 0 51 0 0 0 0

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 229 6 11 2 7 16 32 183 272 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: 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: 243 7 12 2 8 17 34 194 289 3 144 3

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 243 7 12 2 8 17 34 194 289 3 144 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

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: 571 561 338 569 704 146 147 xxxxx xxxxx 483 xxxxx xxxxx

Potent Cap: 427 432 687 429 358 894 1410 xxxxx xxxxx 1059 xxxxx xxxxx

Move Cap: 403 420 687 407 348 894 1410 xxxxx xxxxx 1059 xxxxx xxxxx

Volume/Cap: 0.60 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 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 * * * * * A * * * * *

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

Shared Cap: xxx 412 xxxxx xxx 574 xxxxx xxx 574 xxxxx xxx 574 xxxxx

SharedQueue: xxxxx 4.3 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: xxxxx 27.9 xxxxx xxxxx 11.6 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared LOS: * * * * * B * * * * * B * * * * *

ApproachDel: 27.9 11.6 xxxxxxx xxxxxxx xxxxxxx

ApproachLOS: D D B B

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

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

Average Delay (sec/veh): 29.1 Worst Case Level Of Service: F(128.9)

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: 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 56 2 0 0 0 0 0 0 52 0 1

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 105 190 192 35 207 31 24 19 76 186 17 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: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 111 201 202 37 218 33 25 20 80 196 18 24

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol: 111 201 202 37 218 33 25 20 80 196 18 24

Critical Gap Module: Critical Gap: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3

FollowupTrm: 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module: Conflict Vol: 251 xxxxx xxxxx 403 xxxxx xxxxx 855 935 235 884 850 302

Potent Cap: 1291 xxxxx xxxxx 1135 xxxxx xxxxx 281 268 809 263 294 731

Move Cap: 1291 xxxxx xxxxx 1135 xxxxx xxxxx 233 235 809 201 258 731

Volume/Cap: 0.09 xxxxx xxxxx 0.03 xxxxx xxxxx 0.11 0.08 0.10 0.97 0.07 0.03

Level Of Service Module: Queue: 0.3 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Stopped Del: 8.1 xxxxx xxxxx 8.3 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 430 xxxxx xxxxx 221 xxxxx

SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.2 xxxxx xxxxx 10.6 xxxxx

Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 16.8 xxxxx xxxxx 129 xxxxx

Shared LOS: * * * * * C * * * * * C * * * * *

ApproachDel: xxxxxx xxxxxx 16.8 128.9

ApproachLOS: F F

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B (12.3)

Approach: North Bound South Bound East Bound West Bound

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include 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 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 48 52 2 0 0 0 2
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 3 0 191 185 390 0 0 285 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 0 207 200 422 0 0 309 2
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 3 0 207 200 422 0 0 309 2

Critical Gap Module:
Critical Gap: 6.5 xxxxx 6.3 4.2 xxxxx xxxxxx xxxxxx xxxxxx
FollowUpTrim: 3.6 xxxxx 3.4 2.3 xxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:
Conflict Vol: 1133 xxxxx 310 1133 xxxxx xxxxxx xxxxxx xxxxxx
Potent Cap: 218 xxxxx 716 1221 xxxxx xxxxxx xxxxxx xxxxxx
Move Cap: 191 xxxxx 716 1221 xxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: 0.02 xxxxx 0.29 0.16 xxxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:
Queue: xxxxxx xxxxx xxxxx 0.1 xxxxx 1.2 0.6 xxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: xxxxxx xxxxx xxxxx 24.2 xxxxx 12.1 8.5 xxxxx xxxxxx xxxxxx xxxxxx
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: xxxxxx 12.3 B * * * * * * * * * * * * * * *
ApproachLOS: *

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: D (27.3)

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

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
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
Added Vol: 0 0 80 54 0 0 0 0 0 0 0 0 74 0 0 0 0
PasserbyVol: 0 -2 0 -3 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 585 80 54 412 0 0 0 0 0 0 0 74 0 0 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
PHF Volume: 0 622 85 57 437 0 0 0 0 0 0 0 79 0 53
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 622 85 57 437 0 0 0 0 0 0 0 79 0 53

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

Capacity Module:
Conflict Vol: 707 xxxxx xxxxxx xxxxx xxxxx xxxxxx 1216 xxxxx 664
Potent Cap: 865 xxxxx xxxxxx xxxxx xxxxx xxxxxx 202 xxxxx 464
Move Cap: 865 xxxxx xxxxxx xxxxx xxxxx xxxxxx 191 xxxxx 464
Volume/Cap: 0.07 xxxxx xxxxx xxxxx xxxxx xxxxxx 0.41 xxxxx 0.11

Level Of Service Module:
Queue: xxxxxx xxxxx xxxxx 0.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: xxxxxx xxxxx xxxxx 9.5 xxxxx xxxxxx xxxxxx xxxxxx 13.8
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
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * A *
ApproachDel: xxxxxx * * * * * xxxxxx * * * * * 27.3 D
ApproachLOS: *

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #29 SR-88 / SR-12 (North)
Average Delay (sec/veh): 15.8 Worst Case Level of Service: E[45.0]
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 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 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
Initial Bse: 0 0 69 0 363 480 396 0 0 224 52
Added Vol: 0 0 0 0 41 44 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 69 0 404 524 396 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
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 69 0 404 524 396 0 0 224 52
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 69 0 404 524 396 0 0 224 52
Critical Gap Module:
Critical Gap:xxxx xxxxxxxx 6.5 xxxxx 6.3 4.1 xxxxx xxxxxxx xxxxx xxxxx
FollowUpTim:xxxx xxxxxxxx 3.6 xxxxx 3.4 2.2 xxxxx xxxxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx 1694 xxxxx 250 276 xxxxx xxxxxxx xxxxx xxxxx
Potential Cap.: xxxxx xxxxx xxxxx 99 xxxxx 775 1276 xxxxx xxxxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx xxxxx 67 xxxxx 775 1276 xxxxx xxxxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx xxxxx 1.03 xxxxx 0.52 0.41 xxxxx xxxxx xxxxx xxxxx
Level of Service Module:
Queue: xxxxx xxxxx xxxxxxx 5.2 xxxxx 3.1 2.0 xxxxx xxxxxxx xxxxx xxxxx
Stopped Del:xxxx xxxxx xxxxx 223.3 xxxxx 14.6 9.8 xxxxx xxxxxxx xxxxx xxxxx
LOS by Move: * * * * * F * * * * * 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
SharedQueue:xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: *
ApproachDel: xxxxxxx * * * * * 45.0 * * * * * xxxxxxx * * * * * * * * * *
ApproachLOS: *

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #30 SR-88 / SR-12 (South)
Average Delay (sec/veh): 100.1 Worst Case Level of Service: F[635.8]
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: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 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
Initial Bse: 30 761 2 3 468 251 264 1 19 2 3 2
Added Vol: 0 29 0 0 27 11 12 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 790 2 3 495 262 276 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 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: 30 790 2 3 495 262 276 1 19 2 3 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 30 790 2 3 495 262 276 1 19 2 3 2
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTim: 2.3 xxxxx xxxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 495 xxxxx xxxxx 793 xxxxx xxxxxxx 1356 1354 495 1494 1353 791
Potential Cap.: 1079 xxxxx xxxxx 811 xxxxx xxxxxxx 125 148 571 100 148 386
Move Cap.: 1079 xxxxx xxxxx 811 xxxxx xxxxxxx 119 143 571 94 144 386
Volume/Cap: 0.03 xxxxx xxxxx 0.00 xxxxx xxxxx 2.31 0.01 0.03 0.02 0.02 0.01
Level of Service Module:
Queue: 0.1 xxxxx xxxxxxx 0.0 xxxxx xxxxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
Stopped Del: 8.4 xxxxx xxxxxxx 9.5 xxxxx xxxxxxx xxxxx 11.5 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 120 xxxxx xxxxx xxxxx 148 xxxxx
SharedQueue:xxxx xxxxx xxxxx xxxxx xxxxx 24.0 xxxxx xxxxx xxxxx 30.6 xxxxx
Shrd StpDel:xxxx xxxxx xxxxx xxxxx xxxxx 678.1 xxxxx xxxxx xxxxx 30.6 xxxxx
Shared LOS: *
ApproachDel: xxxxxxx * * * * * 635.8 * * * * * xxxxxxx * * * * * * * * * *
ApproachLOS: *

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

 Intersection #31 SR-88 / Kettlemans

 Cycle (sec): 0 Critical Vol./Cap. (X): 0.740
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.9
 Optimal Cycle: 53 Level Of Service: C

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: 3 Include 3 Include 3 Include 7 Include 7 Include
 Min. Green: 10 0 1 0 1 0 0 1 0 0 1 0 0 0 0 1 0 0
 Lanes: 1 0 0 1 0 1 0 0 1 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 1.04
 Initial Base: 18 556 16 5 353 80 221 84 26 14 62 6
 Added Vol.: 0 25 0 0 24 3 4 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 18 581 16 5 377 83 225 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: 18 581 16 5 377 83 225 84 26 14 62 6
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol.: 18 581 16 5 377 83 225 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
 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.: 18 581 16 5 377 83 225 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 1738 47 1702 1427 316 1187 440 137 302 1370 139

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.33 0.33 0.00 0.26 0.26 0.19 0.19 0.19 0.04 0.04 0.04
 Crit Moves: *****
 Green/Cycle: 0.06 0.37 0.37 0.06 0.37 0.37 0.21 0.21 0.21 0.13 0.13 0.13
 Volume/Cap: 0.18 0.90 0.90 0.05 0.71 0.71 0.90 0.90 0.90 0.34 0.34 0.34
 Delay/Veh: 24.8 30.4 30.4 23.9 17.8 17.8 43.5 43.5 43.5 21.8 21.8 21.8
 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: 24.8 30.4 30.4 23.9 17.8 17.8 43.5 43.5 43.5 21.8 21.8 21.8
 HCMXAVG: 0 14 14 0 8 8 9 9 9 2 2 2

Existing Plus Approved Plus Project C (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): 0.904
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.5
 Optimal Cycle: 0 Level Of Service: C

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

 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 Base: 103 0 166 0 0 0 0 0 402 187 216 253 0
 Added Vol.: 7 0 28 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.: 110 0 194 0 0 0 0 0 402 195 246 253 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: 110 0 194 0 0 0 0 0 402 195 246 253 0
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol.: 110 0 194 0 0 0 0 0 402 195 246 253 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
 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.: 110 0 194 0 0 0 0 0 402 195 246 253 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 1.00 1.00
 Lanes: 0.36 0.00 0.64 0.00 0.00 0.00 0.00 0.67 0.33 0.45 216 529 571 0
 Final Sat.: 206 0 362 0 0 0 0 0 445 216 529 571 0

 Capacity Analysis Module:
 Vol/Sat: 0.54 xxxxx 0.54 xxxxx xxxxx xxxxx 0.90 0.90 0.47 0.44 xxxxx
 Crit Moves: *****
 Delay/Veh: 15.5 0.0 15.5 0.0 0.0 0.0 0.0 0.0 37.7 37.7 14.9 13.5 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 15.5 0.0 15.5 0.0 0.0 0.0 0.0 0.0 37.7 37.7 14.9 13.5 0.0
 LOS by Move: C * C * C * C * C * C * C * E * B * B *
 ApproachDel: 15.5 xxxxxx 37.7 14.2
 Delay Adj: 1.00 xxxxxx 1.00 1.00
 AdjDel/Veh: 15.5 xxxxxx 37.7 14.2
 LOS by Appr: C * E * C *

Ione Casino
Existing Plus Approved Plus Project C (2006) Friday
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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #37 SR-16 / Ione
Average Delay (sec/veh): 1.0 Worst Case Level of Service: C (17.9)

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: 1 0 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 Bse: 55 0 1 0 0 0 0 447 135 0 215 0
Added Vol: 0 0 0 0 0 0 0 66 0 0 61 0
PasserByVol: 0 0 0 0 0 0 0 52 0 0 0 0
Initial Fut: 55 0 1 0 0 0 0 511 135 0 276 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 0 1 0 0 0 0 511 135 0 276 0
Final Vol.: 55 0 1 0 0 0 0 511 135 0 276 0

Critical Gap Module:
Critical Gap: 6.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Followupprim: 3.5 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:
Conflict Vol: 855 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Potential Cap.: 331 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Move Cap.: 331 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: 0.17 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level of Service Module:
Queue: 0.6 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: 18.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
LOS by Move: C B A

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: A B C
ApproachDel: 17.9 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: C

Ione Casino
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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): 0.517
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 29 Level of Service: 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 OVI Include Include

Lanes: 0 0 0 0 1 0 1 0 0 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: 1.04 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 66 0 0 61 0
PasserByVol: 0 0 0 0 0 0 0 52 0 0 0 0
Initial Fut: 0 0 1 7 2 88 180 645 0 1 324 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 88 180 645 0 1 324 8
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 1 7 2 88 180 645 0 1 324 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 88 180 645 0 1 324 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 0.78 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 0 1644 1166 333 1615 1753 1845 0 1753 1791 46

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.05 0.10 0.35 0.00 0.00 0.18 0.18
Crit Moves: *****
Green/Cycle: 0.00 0.00 0.17 0.17 0.17 0.33 0.15 0.41 0.00 0.10 0.36 0.36
Volume/Cap: 0.00 0.00 0.00 0.04 0.04 0.17 0.66 0.84 0.00 0.01 0.50 0.50
Delay/Veh: 0.0 0.0 9.9 10.1 10.1 7.1 17.4 16.2 0.0 11.7 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: 0.0 0.0 9.9 10.1 10.1 7.1 17.4 16.2 0.0 11.7 7.8 7.8
HCM2kAvg: 0.0 0.0 0.0 0.0 0.0 1.3 9.9 0.0 0.0 3.3 0.0 3.3

Ione Casino
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Level Of Service Computation Report
 Future Volume Alternative

Intersection #39 SR-16 / Marietta Pkwy

Cycle (sec): 0 Critical Vol./Cap. (X): 0.672
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.2
 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 Protected
 Rights: 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: 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 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 92 122 34 34 71 111 195 717 112 28 345 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 71 111 195 717 112 28 345 34
 Reduce 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.: 92 122 34 34 71 111 195 717 112 28 345 34

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj/Adj: 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 1654 165

Capacity Analysis Module:
 Vol/Sat: 0.05 0.06 0.02 0.02 0.04 0.07 0.11 0.39 0.07 0.02 0.21 0.21
 Crit Moves: ****
 Green/Cycle: 0.07 0.16 0.22 0.07 0.16 0.33 0.18 0.44 0.51 0.07 0.33 0.33
 Volume/Cap: 0.76 0.41 0.10 0.29 0.24 0.21 0.63 0.87 0.14 0.24 0.63 0.63
 Delay/Veh: 45.4 18.1 14.0 21.3 17.1 10.9 21.1 21.7 5.9 21.0 14.7 14.7
 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: 45.4 18.1 14.0 21.3 17.1 10.9 21.1 21.7 5.9 21.0 14.7 14.7
 HCM2kAvg: 3 2 0 1 1 1 4 13 1 1 6

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Level Of Service Computation Report
 Future Volume Alternative

Intersection #40 SR-16 / Stone House

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: F (53.7)
 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: Stop Sign Stop Sign Stop Sign Stop Sign Uncontrolled Uncontrolled
 Rights: Include Include Include Include Include Include
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0 1 0

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
 Initial Bse: 0 0 0 71 0 4 14 889 0 0 423 39
 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 71 0 4 14 953 0 0 484 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 71 0 4 14 953 0 0 484 39
 Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 71 0 4 14 953 0 0 484 39
 Critical Gap Module: 6.4 6.2 4.1 6.2 4.1 6.2 4.1 6.2 4.1 6.2 4.1 6.2
 FollowupTime: 3.5 3.3 2.2 3.5 3.3 2.2 3.5 3.3 2.2 3.5 3.3 2.2

Capacity Module:
 Conflict Vol: 1483 503 523 503 503 503 503 503 503 503 503 503
 Potential Cap: 139 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039
 Move Cap: 138 572 1039 572 1039 572 1039 572 1039 572 1039 572
 Volume/Cap: 0.52 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: 2.5 0.0 0.0 2.5 0.0 0.0 2.5 0.0 0.0 2.5 0.0 0.0
 Stopped Del: 56.2 11.3 8.5 56.2 11.3 8.5 56.2 11.3 8.5 56.2 11.3 8.5
 LOS by Move: F A B
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039
 Shared Queue: 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039
 Shared Stopped: 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039 1039
 Shared LOS: 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7
 ApproachDel: 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7 53.7
 ApproachLOS: F

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Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #41 SR-16 / Latrobe (Sac)

Average Delay (sec/veh): 0.7 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 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: 5 0 2 5 0 25 32 827 12 2 443 8
Growth Adj: 1.04
Initial Bse: 5 0 2 5 0 26 33 864 13 2 463 8
Added Vol: 0 0 0 0 0 0 0 66 0 0 61 0
PasserByVol: 0 0 0 0 0 26 33 928 13 2 524 8
Initial Fut: 5 0 2 5 0 26 33 928 13 2 524 8
User Adj: 1.00
PHF Adj: 1.00
PHF Volume: 5 0 2 5 0 26 33 928 13 2 524 8
Reduced Vol: 0
Final Vol.: 5 0 2 5 0 26 33 928 13 2 524 8
Critical Gap Module:
Critical Gap: 7.1 xxxxx 6.2 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx
Followuptrim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx
Capacity Module:
Conflict Vol: 1546 xxxxx 528 532 xxxxx xxxxxx 940 xxxxx xxxxxx
Potential Cap.: 94 xxxxx 325 96 xxxxx 554 1030 xxxxx xxxxxx 725 xxxxx xxxxxx
Move Cap.: 87 xxxxx 325 93 xxxxx 554 1030 xxxxx xxxxxx 725 xxxxx xxxxxx
Volume/Cap: 0.06 xxxxx 0.01 0.06 xxxxx 0.05 0.03 xxxxx xxxxx 0.00 xxxxx xxxxx
Level of Service Module:
Queue: xxxxxx xxxxx 0.0 xxxxx xxxxx 0.1 0.1 xxxxx xxxxx 0.0 xxxxx xxxxxx
Stopped Del.: xxxxx xxxxx 16.1 xxxxx xxxxx 11.6 8.6 xxxxx xxxxx 10.0 xxxxx xxxxxx
LOS by Move: * A * B * A * A * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 87 xxxxx xxxxxx 93 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared Queue: 0.2 xxxxx xxxxxx 0.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: 48.8 xxxxx xxxxxx 46.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: E * * * * * E * * * * * E * * * * *
ApproachDel: E 39.5 E 17.5 C
ApproachLOS: E C

Ione Casino
Existing Plus Approved Plus Project C (2006) Friday
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Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 SR-16 / Dillard

Cycle (sec): 0 Critical Vol./Cap. (X): 0.816
Loss time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 61 Level of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Lanes: 5 0 0 5 0 0 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
Initial Bse: 64 0 89 0 0 0 0 776 173 54 399 0
Added Vol: 0 0 1 0 0 0 0 0 65 0 1 60 0
PasserByVol: 0 0 0 0 0 0 0 0 -2 0 0 0 0
Initial Fut: 64 0 90 0 0 0 0 839 173 55 459 0
User Adj: 1.00
PHF Adj: 1.00
PHF Volume: 64 0 90 0 0 0 0 839 173 55 459 0
Reduced Vol: 0
Final Vol.: 64 0 90 0 0 0 0 839 173 55 459 0
PCE Adj: 1.00
MLP Adj: 1.00
Final Vol.: 64 0 90 0 0 0 0 839 173 55 459 0
Saturation Flow Module:
Sat/Lane: 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 0.00 0.83 0.17 1.00 0.00 0.00
Final Sat.: 623 0 878 0 0 0 0 0 1494 309 1753 1845 0
Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.10 0.00 0.00 0.00 0.00 0.00 0.56 0.56 0.03 0.25 0.00
Crit Moves: ****
Green/Cycle: 0.12 0.00 0.12 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 0.64 0.34 0.00
Delay/Veh: 51.3 0.0 51.3 0.0 0.0 0.0 0.0 11.9 11.9 43.7 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 1.00
AdjDel/Veh: 51.3 0.0 51.3 0.0 0.0 0.0 0.0 11.9 11.9 43.7 3.1 0.0
HCM2kAdj: 6 0 0 0 0 0 0 17 2 3 0

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

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 SR-16 / Sunrise
Critical Vol./Cap. (X): 0.865
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/Veh): 36.1
Optimal Cycle: 92 Level Of Service: D

Approach: North Bound South Bound 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
Lanes: 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: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04

Initial Base: 4 329 57 328 831 118 83 480 22 37 254 172
Added Vol: 0 0 3 15 0 0 0 0 40 0 3 37 14
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 4 329 60 343 831 118 83 518 22 40 291 186

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 4 329 60 343 831 118 83 518 22 40 291 186

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.: 4 329 60 343 831 118 83 518 22 40 291 186
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 0.84 0.16 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.: 1805 1568 288 1805 1900 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:
Vol/Sat: 0.00 0.21 0.21 0.19 0.44 0.07 0.05 0.29 0.01 0.02 0.16 0.12
Crit Moves: ****

Green/Cycle: 0.03 0.27 0.27 0.25 0.48 0.57 0.08 0.32 0.35 0.03 0.27 0.52
Volume/Cap: 0.07 0.77 0.77 0.77 0.90 0.13 0.60 0.90 0.04 0.71 0.60 0.24
Delay/Veh: 43.7 38.3 38.3 40.6 33.9 9.4 47.8 47.6 19.6 79.3 31.2 12.4

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: 43.7 38.3 38.3 40.6 33.9 9.4 47.8 47.6 19.6 79.3 31.2 12.4
HCM2KAVG: 0 12 12 11 26 2 3 18 0 3 8 3

Ione Casino
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #46 SR-16 / Excelsior
Critical Vol./Cap. (X): 0.865
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/Veh): 36.1
Optimal Cycle: 92 Level Of Service: 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 1 0 0 0 0 1 1 0 0 1 0 0 1 0 1 0

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 Base: 19 45 60 9 136 75 111 562 182 102 304 18
Added Vol: 0 0 2 1 0 0 0 0 38 0 2 35 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 19 45 62 10 136 75 111 598 182 104 339 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 75 111 598 182 104 339 19

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

FollowupPhm: 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: 1573 1477 689 1521 1558 348 358 358 358 358 358 358

Potential Cap: 90 127 449 98 114 699 1179 1179 1179 1179 1179 1179
Move Cap: 0 101 449 47 90 699 1179 1179 1179 1179 1179 1179
Volume/Cap: 0.00 0.45 0.14 0.22 0.11 0.11 0.09 0.09 0.09 0.09 0.09 0.09

Level Of Service Module:
Queue: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Stopped Del: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

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: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Shared Queue: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Shrd StpDel: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Shared LOS: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

ApproachDel: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
ApproachLOS: F F 470.0 470.0 470.0 470.0 470.0 470.0 470.0 470.0 470.0

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

 Ione Casino
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Trip Generation Report

Forecast for 2006 Alt C Saturday

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total % of Trips
1	Ione Casino-	1.00	Ione Casino	248.00	248.00	248	248	496 100.0
	Zone 1 Subtotal					248	248	496 100.0
TOTAL						248	248	496 100.0

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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
Zone	23	24	25	26							
1	0.1	0.8	1.4	1.6							

Ione Casino
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Turning Movement Report

2006 Alt C Saturday

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
#1 Latrobe / Old Sacramento	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	18 0 0	0 0 0	0 0 0	18 0 0
Total	0 0 0	18 0 0	0 0 0	0 0 0	18 0 0
#2 Main / Sherwood	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	3 0 0	0 0 0	15 3 0	15 3 0	36 3 0
Total	3 0 0	0 0 0	15 3 0	15 3 0	36 3 0
#3 Main / Empire	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	3 0 0	0 0 0	12 3 0	12 3 0	12 3 0
Total	3 0 0	0 0 0	12 3 0	12 3 0	12 3 0
#4 Main / Poplar	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	3 0 0	0 0 0	9 3 0	9 3 0	24 3 0
Total	3 0 0	0 0 0	9 3 0	9 3 0	24 3 0
#5 Main / Mill	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	9 0 0	9 0 0	9 0 0
Total	0 0 0	0 0 0	9 0 0	9 0 0	9 0 0
#6 SR-49 / Miller Way	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total
Base	13 164 0	0 101 4	1 0 19	0 0 0	302
Added	0 50 0	0 50 0	0 0 0	0 0 0	100
PassBy	0 -3 0	0 -4 0	0 0 0	0 0 0	-7
Total	13 211 0	0 147 4	1 0 19	0 0 0	395
#7 SR-49 / Main-Fiddletown	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total
Base	40 100 117	13 84 16	18 39 30	162 81 15	713
Added	9 51 1	0 51 0	0 0 9	1 0 0	122
PassBy	0 -3 0	0 -4 0	0 0 0	0 0 0	-7
Total	49 148 118	13 131 16	18 39 39	163 81 15	828
#8 SR-49 / Poplar	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total
Base	27 306 0	0 319 4	5 0 36	0 0 0	697
Added	3 61 0	0 61 0	0 0 3	0 0 0	128
PassBy	0 -3 0	0 -4 0	0 0 0	0 0 0	-7
Total	30 364 0	0 376 4	5 0 39	0 0 0	818

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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	924
Added	7	64	0	0	64	0	0	0	7	0	0	0	142
PassBy	0	-3	0	0	-4	0	0	0	0	0	0	0	-7
Total	61	364	3	1	411	10	19	0	185	3	2	0	1059
#10 SR-49 / SR-16													
Base	265	0	105	0	0	0	151	171	175	218	0	0	1087
Added	0	0	13	0	0	0	164	0	13	164	0	0	354
PassBy	0	0	0	0	0	0	-3	0	-4	0	0	0	-7
Total	265	0	118	0	0	0	312	171	184	382	0	0	1434
#11 SR-49 / Main (Drytown)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	12	0	0	12	0	0	0	0	0	0	0	24
Total	0	12	0	0	12	0	0	0	0	0	0	0	24
#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	0	5	0	0	0	10
Total	5	0	0	0	0	0	0	0	5	0	0	0	10
#13 SR-49 / Gopher Flat													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	0	4	0	0	0	0	8
Total	4	0	0	0	0	0	0	4	0	0	0	0	8
#14 SR-49 / Eureka													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	4	0	0	0	0	0	0	0	8
Total	0	4	0	0	4	0	0	0	0	0	0	0	8
#15 SR-49 / Church													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	4	0	0	0	0	0	0	0	8
Total	0	4	0	0	4	0	0	0	0	0	0	0	8
#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	3	0	0	0	0	0	20
Total	0	7	0	0	7	3	3	0	0	0	0	0	20
#17 SR-49 / Jackson Gate-Ione Martell													
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

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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
Added	0	0	0	6	0	0	0	0	0	0	0	0	6
Total	0	0	0	6	0	0	0	0	0	0	0	0	6
#19 SR-49 / Sutter													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	6	0	0	0	0	0	0	0	0	12
Total	0	6	0	6	0	0	0	0	0	0	0	0	12
#20 SR-49 / Hoffman													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	6	0	0	0	0	0	0	0	0	12
Total	0	6	0	6	0	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	5	0	5	0	0	0	0	0	0	0	0	10
Total	0	5	0	5	0	0	0	0	0	0	0	0	10
#22 SR-49 / SR-88 (South)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	5	0	0	0	0	0	0	0	0	10
Total	0	5	0	5	0	0	0	0	0	0	0	0	10
#23 SR-16 / SR-124													
Base	10	0	57	0	0	0	0	268	17	40	441	0	834
Added	0	0	76	0	0	0	0	88	0	76	88	0	328
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	10	0	133	0	0	0	0	353	17	116	529	0	1159
#24 SR-16 / Latrobe (Amador)													
Base	0	0	0	68	0	4	4	220	0	0	230	120	707
Added	0	0	0	0	0	0	0	88	0	0	88	0	176
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	0	0	0	68	0	4	4	305	0	0	378	120	880
#25 SR-104 (Preston) / SR-124 (North)													
Base	113	164	84	21	149	15	19	22	66	96	50	20	818
Added	0	0	74	2	0	0	0	0	0	74	0	2	152
Total	113	164	158	23	149	15	19	22	66	170	50	22	970
#26 SR-104 (Main) / SR-124 (Church)													
Base	108	6	11	2	3	8	3	161	148	15	196	1	663
Added	73	0	0	0	0	0	0	1	73	0	1	0	148
Total	181	6	11	2	3	8	3	162	221	15	197	1	811

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

#29 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

#28 SR-88 / SR-124									
Base	0	0	2	0	108	81	274	0	0
Added	0	0	0	0	70	70	3	0	3
Total	0	0	2	0	178	151	277	0	3

#29 SR-88 / SR-12 (North)									
Base	0	0	0	58	0	370	361	248	0
Added	0	0	0	0	58	58	0	0	0
Total	0	0	0	58	0	428	419	248	0

#30 SR-88 / SR-12 (South)									
Base	16	560	1	3	418	245	283	1	25
Added	0	39	0	0	39	16	16	0	0
Total	16	599	1	3	457	261	299	1	25

#31 SR-88 / Kettleman									
Base	23	421	4	5	343	81	162	40	21
Added	0	34	0	0	34	5	5	0	0
Total	23	455	4	5	377	86	167	40	21

#32 SR-12 / SR-99 SB Ramps									
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

#33 SR-12 / SR-99 NB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	14	0	0	0	0	1	0
Total	0	0	14	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	9	0	5
Total	0	0	0	0	4	0	9	0	5

#35 Kettleman / SR-99 NB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	4	5	0	5
Total	0	0	0	0	0	4	5	0	5

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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	236	124	144
Added	10	0	40	0	0	0	0	10	40
Total	145	0	222	0	0	0	236	134	184

#37 SR-16 / Ione									
Base	69	0	4	0	0	0	228	88	3
Added	0	0	0	0	0	0	88	0	88
Passby	0	0	0	0	0	0	-3	0	0
Total	69	0	4	0	0	0	313	88	3

#38 SR-16 / Murietta South Pkwy									
Base	0	1	0	3	0	74	118	313	1
Added	0	0	0	0	0	0	87	0	87
Passby	0	0	0	0	0	0	-3	0	0
Total	0	1	0	3	0	74	118	397	1

#39 SR-16 / Murietta Pkwy									
Base	84	105	41	27	101	119	145	335	78
Added	0	0	0	0	0	0	87	0	87
Passby	0	0	0	0	0	0	-3	0	0
Total	84	105	41	27	101	119	145	419	78

#40 SR-16 / Stone House									
Base	0	0	0	50	0	6	5	511	0
Added	0	0	0	0	0	0	87	0	87
Passby	0	0	0	0	0	0	-3	0	0
Total	0	0	0	50	0	6	5	595	0

#41 SR-16 / Latrobe (Sac)									
Base	7	0	1	1	0	14	11	533	4
Added	0	0	0	0	0	0	87	0	87
Passby	0	0	0	0	0	0	-3	0	0
Total	7	0	1	1	0	14	11	617	4

#42 SR-16 / Dillard									
Base	84	0	53	0	0	0	477	81	58
Added	0	0	1	0	0	0	86	0	86
Passby	0	0	0	0	0	0	-3	0	0
Total	84	0	54	0	0	0	560	81	59

#43 SR-16 / Sloughhouse									
Base	0	0	37	0	0	0	625	3	30
Added	0	0	0	0	0	0	86	0	86
Passby	0	0	0	0	0	0	-3	0	0
Total	0	0	37	0	0	0	708	3	30

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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 / 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	4	220	0	40	441	0
24 SR-16 / Latro	0	0	0	68	0	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
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	28	81	38	19	484	3	52	486	41	1366			
Base	1	102	31	0	0	0	9	77	0	172			
Added	0	0	0	0	0	0	0	0	0	0			
PassBy	0	0	0	0	-3	0	0	0	0	-3			
Total	1	102	40	28	81	38	61	563	41	1535			
#45 SR-16 / Sunrise	234	252	63	54	245	9	32	304	209	1639			
Base	6	196	33	20	0	0	4	53	20	154			
Added	0	0	0	0	0	0	0	0	0	0			
PassBy	0	0	0	0	-3	0	0	0	0	-3			
Total	6	196	37	254	252	63	36	357	229	1790			
#46 SR-16 / Excelsior	19	53	69	63	258	53	20	341	7	964			
Base	22	32	27	1	0	0	2	50	1	106			
Added	0	0	0	0	0	0	0	0	0	0			
PassBy	0	0	0	0	-3	0	0	0	0	-3			
Total	22	32	29	20	53	69	22	391	8	1087			
#47 SR-16 / Bradshaw	160	559	84	101	243	53	43	295	142	2208			
Base	52	442	34	0	0	0	2	42	7	102			
Added	0	0	0	0	0	0	0	0	0	0			
PassBy	0	0	0	0	-3	0	0	0	0	-3			
Total	52	442	36	167	559	84	45	337	149	2307			
#101 SR-49 / Project Access	0	360	0	0	532	0	0	0	0	892			
Base	0	0	0	0	0	0	0	0	0	0			
Added	0	106	71	0	0	0	106	0	71	354			
PassBy	0	-3	0	0	-4	0	0	0	0	-7			
Total	0	357	106	71	528	0	106	0	71	1239			
#174 SR-49 / Project Service Access	0	160	0	0	532	0	0	0	0	892			
Base	0	106	71	0	106	0	71	0	0	354			
Added	0	0	0	0	0	0	0	0	0	0			
PassBy	0	-1	0	0	-4	0	0	0	0	-5			
Total	0	465	71	0	634	0	71	0	0	1241			
#176 Internal Project Intersection	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	177	0	71	177	0	496			
Total	0	0	0	0	177	0	71	177	0	496			

Ione Casino
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Ione Casino
Existing Plus Approved Plus Project C (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	211	0	0	147	4	1	0	19	0	0	0
7 SR-49 / Main-	49	148	118	13	131	16	18	39	39	163	81	15
8 SR-49 / Poplar	30	364	0	0	376	4	5	0	39	0	0	0
9 SR-49 / Empir	61	364	3	1	411	10	19	0	185	3	2	0
10 SR-49 / SR-16	265	0	118	0	0	0	0	312	171	184	382	0
21 SR-16 / SR-12	10	0	133	0	0	0	0	353	17	116	529	0
24 SR-16 / Latro	0	0	0	68	0	4	4	305	0	0	378	120
25 SR-104 (Prest)	113	164	158	23	149	15	19	22	66	170	50	22
26 SR-104 (Main)	181	6	11	2	3	8	3	162	221	15	197	1
28 SR-88 / SR-12	0	0	0	2	0	0	178	151	277	0	0	322
101 SR-49 / Proje	0	357	106	71	528	0	0	0	0	106	0	71
174 SR-49 / Proje	0	465	71	0	634	0	0	0	0	0	71	0

Impact Analysis Report
Level Of Service

Intersection	Base			Future			Change in
	LOS	Del/V	C	LOS	Del/V	C	
# 6 SR-49 / Miller Way	A	9.0	0.000	A	9.3	0.000	+ 0.289 D/V
# 7 SR-49 / Main-Fiddletown	C	18.4	0.000	D	25.3	0.000	+ 6.822 D/V
# 8 SR-49 / Poplar	B	11.0	0.000	B	11.7	0.000	+ 0.664 D/V
# 9 SR-49 / Empire	C	23.9	0.000	D	30.3	0.000	+ 6.353 D/V
# 10 SR-49 / SR-16	E	37.6	0.000	F	164.1	0.000	+126.521 D/V
# 21 SR-16 / SR-124	B	11.3	0.000	B	13.0	0.000	+ 1.713 D/V
# 24 SR-16 / Latrobe (Amador)	B	14.2	0.000	C	17.4	0.000	+ 3.167 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	E	35.6	0.000	F	105.8	0.000	+70.199 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	15.9	0.000	C	21.5	0.000	+ 5.663 D/V
# 28 SR-88 / SR-124	B	11.4	0.000	B	12.4	0.000	+ 0.972 D/V
#101 SR-49 / Project Access	A	0.0	0.000	D	33.0	0.000	+32.981 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	E	36.0	0.000	+35.991 D/V

Ione Casino
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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	???	No
#174 SR-49 / Project Service Access	???	No

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

L	T	R	L	T	R	L	T	R	L	T	R
1	0	1	0	0	0	1	0	0	0	1	0
14	228	0	0	159	5	1	0	20	0	0	0

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

ApproachDel: xxxxxx xxxxxx 9.3 xxxxxx

Signal Warrant Rule #1: [lanes=1] [control=Stop]

Signal Warrant Rule #2: [approach volume=21]

Signal Warrant Rule #3: [approach count=3] [total volume=426]

Signal Warrant Rule #4: [vehicle-hours less than 4 for one lane approach]

Signal Warrant Rule #5: [approach volume=21]

Signal Warrant Rule #6: [approach count=3] [total volume=426]

Signal Warrant Rule #7: [total volume less than 650 for intersection with less than four approaches]

Ione Casino
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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 1 0 0 1 0 0
Final Vol.: 50 151 120 13 133 16 18 39 40 166 83 15
ApproachDel: xxxxxx 12.6 xxxxxx 25.3

Approach(leastbound) [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=98]
FAIL - Approach volume less than 150 for two or more 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(westbound) [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=264]
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.

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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 0 0 0 0 0 0
Final Vol.: 32 386 0 0 398 4 6 0 41
ApproachDel: xxxxxx 11.7 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=46]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=866]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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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 Uncontrolled Uncontrolled
 Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0
 Final Vol.: 68 401 3 1 453 12 21 0 203 3 2 0
 ApproachDel: xxxxxx 14.8 xxxxxx 30.3
 Approach(eastbound) [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=224]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1168]
 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=1168]
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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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 0 1 0 1 0 0 0
 Final Vol.: 273 0 122 0 0 0 0 0 322 176 190 394 0
 ApproachDel: 164.1 xxxxxx xxxxxx
 Approach(northbound) [lanes=2] [control=Stop]
 Signal Warrant Rule #1: [vehicle-hours=18.0]
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=395]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1477]
 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=18.0]
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
 Signal Warrant Rule #2: [approach volume=395]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1477]
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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*****
***** 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 1 0 1 1 0 1 0 0 0
Final Vol.: 11 0 0 144 0 0 0 0 0 383 18 125 572 0
ApproachDel: 13.0 xxxxxx
*****
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=156]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1254]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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Ione Casino
Existing Plus Approved Plus Project C (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 0 1 1 0 0 0 1 0 0 0 1 0
Final Vol.: 0 0 0 0 0 72 0 0 4 0 1 0 0 0 0 0 400 127
ApproachDel: xxxxxx 17.4 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=76]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=930]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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Existing Plus Approved Plus Project C (2006) Saturday PM Peak Hour

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

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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 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0 1
ApproachDel: xxxxxx xxxxxx xxxxxx 36.0
*****
Approach(westbound) (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=78)
FAIL - Approach volume less than 150 for two or more lane approach.
Signal warrant Rule #3: (approach count=3) (total volume=1368)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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Level Of Service Computation Report
*****
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #6 SR-49 / Miller Way
*****
Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A ( 9.3)
*****
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
Lanes: 1 0 1 0 0 0 0 1 0 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
Initial Base: 13 164 0 0 101 4 1 0 19 0 0 0
Added Vol: 0 50 0 0 50 0 0 0 0 0 0 0
PasserbyVol: 0 -3 0 0 -4 0 0 0 0 0 0 0
Initial Fut: 13 211 0 0 147 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 Volume: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 14 228 0 0 159 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
FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx
Capacity Module:
Conflict Vol: 164 xxxxx xxxxx xxxxx xxxxx 416 xxxxx 161 xxxxx xxxxx xxxxx
Potential Cap.: 1379 xxxxx xxxxx xxxxx xxxxx 597 xxxxx 889 xxxxx xxxxx xxxxx
Move Cap.: 1379 xxxxx xxxxx xxxxx xxxxx 592 xxxxx 889 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
Stopped Del: 7.6 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
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 xxxxxx 9.3 xxxxxx
ApproachLOS: * * * * *

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Ione Casino
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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 (11.7)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 0 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
Initial Bse: 27 306 0 0 319 4 5 0 36 0 0 0
Added Vol: 3 61 0 0 61 0 0 0 3 0 0 0
PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0
Initial Fut: 30 364 0 0 376 4 5 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
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: 32 386 0 0 398 4 6 0 41 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 32 386 0 0 398 4 6 0 41 0 0 0
Critical Gap Module:
Critical Gp: 4.2 xxx xxxxx xxxxx xxx xxxxx 6.4 xxxxx 6.2 xxxxx xxx xxxxx
FollowUpTrm: 2.3 xxx xxxxx xxxxx xxx xxxxx 3.5 xxxxx 3.3 xxxxx xxx xxxxx

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

Intersection #7 SR-49 / Main-Fiddletown
Average Delay (sec/veh): 9.9 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
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: 1.04 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: 9 51 1 0 51 0 0 0 9 1 0 0
PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0
Initial Fut: 49 148 118 13 131 16 18 39 39 163 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
PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume: 50 151 120 13 133 16 18 39 40 166 83 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 50 151 120 13 133 16 18 39 40 166 83 15
Critical Gap Module:
Critical Gp: 4.2 xxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowUpTrm: 2.3 xxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

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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(10.3)
 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 Include
 Rights: Include Include Include Include
 Lanes: 0 0 1 0 0 0 0 1 0 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
 Initial Bse: 54 303 3 1 351 10 19 0 178 3 2 0
 Added Vol: 7 64 0 0 64 0 0 0 0 0 0 0
 PasserbyVol: 0 -3 0 0 -4 0 0 0 0 0 0 0
 Initial Fut: 61 364 3 1 411 10 19 0 185 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: 68 401 3 1 453 12 21 0 203 3 2 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 68 401 3 1 453 12 21 0 203 3 2 0

Critical Gap Module:
 Critical Gap: 4.2 xxxxxx 7.1 xxxxx 6.2 7.1 6.5 xxxxxx
 FollowupTim: 2.3 xxxxxx 3.5 xxxxx 3.3 3.5 4.0 xxxxxx
 Capacity Module:
 Conflict Vol: 465 xxxxxx 405 xxxxxx 1000 xxxxx 459 1101 1005 xxxxxx
 Percent Cap: 1066 xxxxxx 1122 xxxxxx 224 xxxxx 606 191 243 xxxxxx
 Move Cap: 1066 xxxxxx 1122 xxxxxx 211 xxxxx 606 120 227 xxxxxx
 Volume/Cap: 0.06 xxxxxx 0.00 xxxxxx 0.10 xxxxx 0.34 0.03 0.01 xxxxxx

Level Of Service Module:
 Queue: 0.2 xxxxxx 0.0 xxxxxx xxxxxx xxxxx 1.5 xxxxxx xxxxxx
 Stopped Del: 8.6 xxxxxx 8.2 xxxxxx xxxxxx xxxxx 13.9 xxxxxx xxxxxx
 LOS by Move: A * A * A * B *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxxx xxxxxx xxxxxx xxxxxx 211 xxxxxx 148 xxxxxx
 SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx 0.3 xxxxxx 0.1 xxxxxx
 Shrd Stppel: xxxxxx xxxxxx xxxxxx xxxxxx 24.0 xxxxxx 30.3 xxxxxx
 Shared LOS: * * * * C * D *
 ApproachDel: xxxxxx * 14.8 B 30.3 D
 ApproachLOS: * * * * B * D

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

Average Delay (sec/veh): 45.0 Worst Case Level Of Service: F(164.1)
 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 Channel Include
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:
 Base Vol: 254 0 101 0 0 0 0 0 0 145 164 209 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
 Initial Bse: 265 0 105 0 0 0 0 0 0 151 171 218 0
 Added Vol: 0 0 13 0 0 0 0 0 0 164 0 13 164 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 -3 0 -4 0 0
 Initial Fut: 265 0 118 0 0 0 0 0 0 312 171 184 382 0
 User Adj: 1.00 1.00 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: 273 0 122 0 0 0 0 0 0 322 176 190 394 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 273 0 122 0 0 0 0 0 0 322 176 190 394 0

Critical Gap Module:
 Critical Gap: 6.5 xxxxx 6.3 xxxxxx xxxxx xxxxx xxxxx 4.2 xxxxxx
 FollowupTim: 3.6 xxxxx 3.4 xxxxxx xxxxx xxxxx xxxxx 2.3 xxxxxx
 Capacity Module:
 Conflict Vol: 1095 xxxxx 322 xxxxx xxxxx xxxxx xxxxx xxxxx
 Percent Cap: 230 xxxxx 705 xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap: 202 xxxxx 705 xxxxx xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: 1.35 xxxxx 0.17 xxxxx xxxxx xxxxx xxxxx 0.16 xxxxx

Level Of Service Module:
 Queue: 15.5 xxxxx 0.6 xxxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 232.4 xxxxx 11.2 xxxxxx xxxxx xxxxx xxxxx
 LOS by Move: F * B * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd Stppel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: 164.1 F xxxxxx * xxxxxx *
 ApproachLOS: * * * * * xxxxxx * xxxxxx *

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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #25 SR-104 (Preston) / SR-124 (North)
Average Delay (sec/veh): 29.3 Worst Case Level of Service: F(105.8)

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 1 0 0 0 1 0 0 0 1 0 0

Volume Module:
Base Vol: 108 157 80 20 143 14 18 21 63 92 48 19
Growth Adj: 1.04 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 74 2 0 0 0 0 0 0 74 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 164 158 23 149 15 19 22 66 96 50 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: 126 183 175 25 166 16 21 24 73 189 56 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 126 183 175 25 166 16 21 24 73 189 56 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
FollowupTrim: 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 183 xxxxx xxxxx 358 xxxxx xxxxx 787 835 174 796 755 270
Potential Cap: 1369 xxxxx xxxxx 1179 xxxxx xxxxx 312 306 874 302 334 761
Move Cap: 1369 xxxxx xxxxx 1179 xxxxx xxxxx 235 270 874 234 295 761
Volume/Cap: 0.09 xxxxx xxxxx 0.02 xxxxx xxxxx 0.09 0.09 0.08 0.81 0.19 0.03

Level of Service Module:
Queue: 0.3 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.9 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 450 xxxxx xxxxx 262 xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 1.0 xxxxx xxxxx 10.6 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 15.8 xxxxx xxxxx 106 xxxxx
Shared LOS: * * * * * C * * * * * F * * * * *
ApproachDel: xxxxxx * xxxxxx * 15.8 * 105.8
ApproachLOS: C C

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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)
Average Delay (sec/veh): 5.6 Worst Case Level of Service: C(21.5)

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 0 0 0 1 0 0 0 1 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: 73 0 0 0 0 0 0 0 0 1 73 0 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 181 6 11 2 3 8 3 162 221 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: 198 7 13 2 3 9 3 177 243 16 216 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 198 7 13 2 3 9 3 177 243 16 216 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
FollowupTrim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 561 555 299 564 676 217 218 xxxxx xxxxx 420 xxxxx xxxxx
Potential Cap: 434 436 734 431 371 815 1329 xxxxx xxxxx 1118 xxxxx xxxxx
Move Cap: 420 428 734 413 365 815 1329 xxxxx xxxxx 1118 xxxxx xxxxx
Volume/Cap: 0.47 0.02 0.02 0.01 0.01 0.01 0.00 xxxxx xxxxx 0.01 xxxxx xxxxx

Level of Service Module:
Queue: xxxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxxx xxxxx xxxxx xxxxx xxxxx 7.7 xxxxx xxxxx 8.3 xxxxx xxxxx
LOS by Move: * * * * * A * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxxx 431 xxxxx xxxxx 568 xxxxx xxxxx xxxxx xxxxx
Shared Queue: xxxxx 2.8 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 21.5 xxxxx xxxxx 11.5 xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * B * * * * * * * * * *
ApproachDel: 21.5 * 11.5 * xxxxxx * xxxxxx *
ApproachLOS: C C

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

Intersection #28 SR-88 / SR-124 Average Delay (sec/veh): 3.8 Worst Case Level of Service: B [12.4] 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 Stop Sign Stop Sign Rights: Include Channel Uncontrolled Include Uncontrolled Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 0 1 0

Volume Module: Base Vol: 0 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

Critical Gap Module: Critical Gp:xxxxx xxxx xxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxxx xxxxx xxxxx xxxxx

Capacity Module: Conflict Vol: xxxxx xxxxx xxxxx 965 xxxxx 345 346 xxxxx xxxxx xxxxx xxxxx xxxxx

Level of Service Module: Queue: xxxxx xxxxx xxxxx 0.0 xxxxx 1.1 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx

Stopped Del:xxxxx xxxx xxxxx 19.7 xxxxx 12.3 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx

Shared Queue:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

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

Intersection #101 SR-49 / Project Access Average Delay (sec/veh): 5.2 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

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

Critical Gap Module: Critical Gp:xxxxx xxxx xxxxx 4.2 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module: Conflict Vol: xxxxx xxxxx xxxxx 511 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx

Level of Service Module: Queue: xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Stopped Del:xxxxx xxxx xxxxx 8.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shared Queue:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

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

Intersection #174 SR-49 / Project Service Access

Average Delay (sec/veh): 2.1 Worst Case Level of Service: E [36.0]

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

Control: Uncontrolled Uncontrolled Stop Sign
Rights: Include Include Include

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

Volume Module: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 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 1.04 1.04 1.04

Growth Adj: 0 360 0 0 532 0 0 0 0 0 0 0 0 0 0 0 0

Initial Bse: 0 106 71 0 106 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 -1 0 -4 0 634 0 0 0 0 0 0 0 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 1.00 1.00 1.00 1.00 1.00

User 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

PHF Volume: 0 513 78 0 699 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 513 78 0 699 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module: 6.4 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

Critical Gap: 6.4 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

FollowUpPrim: 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: 1251 192 192 0.41 1.8 36.0

Conflict Vol: 1251 192 192 0.41 1.8 36.0

Potent Cap: 192 192 192 0.41 1.8 36.0

Move Cap: 192 192 192 0.41 1.8 36.0

Volume/Cap: 0.41 1.8 36.0

Level of Service Module: 1.8 36.0

Queue: 1.8 36.0

Stopped Del: 36.0 36.0

LOS by Move: E E

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

Shared Cap: 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0

Shared Queue: 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0

Shared StpDel: 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0

Shared LOS: 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0

ApproachDel: 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0 36.0

ApproachLOS: E E

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)

Average Delay (sec/veh): 10.2 Worst Case Level Of Service: C (22.6)
 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 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	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	58	0	428	419	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	428	419	248	0	0	266	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	0	0	0	58	0	428	419	248	0	0	266	63

Critical Gap Module:
 Critical Gap: 6.5 xxx 6.3 4.1 xxx xxx xxx xxx xxx xxx
 FollowupTim: 3.6 xxx 3.4 2.2 xxx xxx xxx xxx xxx xxx

Capacity Module:

Conflict Vol:	1384	298	329	xxxx	xxxx	xxxx	xxxx
Potent Cap:	153	728	1219	xxxx	xxxx	xxxx	xxxx
Move Cap:	112	728	1219	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.52	0.59	0.34	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:
 Queue: 2.4 xxx 3.9 1.5 xxx xxx xxx xxx xxx
 Stopped Del: 67.4 xxx 16.7 9.5 xxx xxx xxx xxx xxx
 LOS by Move: F * C 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
 Shared Stopped: xxx xxx xxx xxx xxx xxx xxx xxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx * 22.8 xxxxxx * xxxxxx *
 ApproachLOS: C

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)

Average Delay (sec/veh): 62.5 Worst Case Level Of Service: F (319.7)
 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: 1 0 0 0 1 0 1 0 1 0 1 0 0 1 0 0

Volume Module:

Base Vol:	15	536	1	3	400	235	271	1	24	1	24	1	0	3
Growth Adj:	1.04	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:	16	560	1	3	418	245	283	1	25	1	25	1	0	3
Added Vol:	0	39	0	0	39	16	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	599	1	3	457	261	299	1	25	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	1.00	1.00
PHF Adj:	1.00	1.00	1.00	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	599	1	3	457	261	299	1	25	1	25	1	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	16	599	1	3	457	261	299	1	25	1	25	1	0	3

Critical Gap Module:
 Critical Gap: 4.1 xxx xxx 4.2 xxx xxx 7.1 6.5 6.2 7.1 xxx 6.2
 FollowupTim: 2.2 xxx xxx 2.3 xxx xxx 3.5 4.0 3.3 3.5 xxx 3.3

Capacity Module:

Conflict Vol:	457	xxxx	xxxx	600	xxxx	xxxx	1095	1094	457	1238	xxxx	599
Potent Cap:	1115	xxxx	xxxx	958	xxxx	xxxx	189	212	600	151	xxxx	498
Move Cap:	1115	xxxx	xxxx	958	xxxx	xxxx	186	208	600	142	xxxx	498
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	1.61	0.01	0.04	0.01	xxxx	0.01

Level Of Service Module:
 Queue: 0.0 xxx xxx 8.3 xxx xxx 8.8 xxx xxx 11.3 xxx xxx
 Stopped Del: 8.3 xxx xxx 8.8 xxx xxx 11.3 xxx xxx
 LOS by Move: A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxx xxx xxx xxx 186 xxx xxx 19.9 xxx xxx 306 xxx
 Shared Queue: xxx xxx xxx xxx xxx xxx 345.5 xxx xxx 16.9 xxx
 Shared Stopped: xxx xxx xxx xxx xxx xxx 345.5 xxx xxx 16.9 xxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx * 319.7 xxxxxx * xxxxxx *
 ApproachLOS: C

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #31 SR-88 / Kettleman
Cycle (sec): 120
Loss Time (sec): 12 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.627
Optimal Cycle: 41 Average Delay (sec/veh): 29.6
Level of Service: C
Approach: 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: Include Include
Min. Green: 3 0 7 7 3 1 0 0 1 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 22 403 4 5 328 78 155 38 20 9 48 3
Growth Adj: 1.04
Initial Bse: 23 421 4 5 343 81 162 40 21 9 50 3
Added Vol: 0 34 0 0 34 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0
Initial Fut: 23 455 4 5 377 86 167 40 21 9 50 3
User Adj: 1.00
PHF Adj: 1.00
PHF Volume: 23 455 4 5 377 86 167 40 21 9 50 3
Reduced Vol: 0
Reduced Vol: 23 455 4 5 377 86 167 40 21 9 50 3
PCE Adj: 1.00
MLF Adj: 1.00
Final Vol.: 23 455 4 5 377 86 167 40 21 9 50 3

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 0.90 0.94 0.90 0.92 0.92 0.93 0.93 0.93 0.93 0.96 0.96 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: 1.00 0.99 0.01 1.00 0.81 0.19 0.74 0.17 0.09 0.15 0.80 0.05
Final Sat.: 1702 1774 16 1702 1416 325 1291 307 162 273 1455 91
Capacity Analysis Module:
Vol/Sat: 0.01 0.26 0.26 0.00 0.27 0.27 0.13 0.13 0.13 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03
Crit Moves: ****
Delay/Veh: 0.18 0.88 0.88 0.04 0.91 0.91 0.75 0.76 0.76 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20
AdjDel/Veh: 18.6 29.1 29.1 17.8 34.1 34.1 26.8 26.8 26.8 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9
User DelAdj: 1.00
AdjDel/Veh: 18.6 29.1 29.1 17.8 34.1 34.1 26.8 26.8 26.8 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9
HORIZAVG: 0 10 10 0 10 10 5 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1
LOS by Appr: C

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
Intersection #36 SR-49 / Pleasant Valley
Cycle (sec): 100
Loss Time (sec): 0 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.584
Optimal Cycle: 0 Average Delay (sec/veh): 14.0
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 1 0
Lanes: 0 0 1 0
Volume Module:
Base Vol: 129 0 174 0 0 0 0 0 226 119 138 192 0
Growth Adj: 1.04
Initial Bse: 135 0 182 0 0 0 0 0 236 124 144 201 0
Added Vol: 10 0 40
PasserByVol: 0
Initial Fut: 145 0 222 0 0 0 0 0 236 134 184 201 0
User Adj: 1.00
PHF Adj: 1.00
PHF Volume: 145 0 222 0 0 0 0 0 236 134 184 201 0
Reduced Vol: 0
Reduced Vol: 145 0 222 0 0 0 0 0 236 134 184 201 0
PCE Adj: 1.00
MLF Adj: 1.00
Final Vol.: 145 0 222 0 0 0 0 0 236 134 184 201 0

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 1.00
Lanes: 0.39 0.00 0.61 0.00 0.00 0.00 0.00 0.00 0.64 0.36 1.00 1.00 0.00
Final Sat.: 248 0 380 0 0 0 0 0 415 236 538 581 0
Capacity Analysis Module:
Vol/Sat: 0.58 xxxxx 0.58 xxxxx xxxxx 0.57 0.57 0.34 0.34 xxxxx
Crit Moves: ****
Delay/Veh: 15.3 0.0 15.3 0.0 0.0 0.0 0.0 0.0 14.7 14.7 12.4 11.7 0.0
AdjDel/Veh: 15.3 0.0 15.3 0.0 0.0 0.0 0.0 0.0 14.7 14.7 12.4 11.7 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 1.00
AdjDel/Veh: 15.3 C xxxxxx 14.7 12.0
HORIZAVG: 1.00 xxxxxx 1.00 1.00
LOS by Appr: B

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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #31 SR-88 / Kettleman
Cycle (sec): 120
Loss Time (sec): 12 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.627
Optimal Cycle: 41 Average Delay (sec/veh): 29.6
Level of Service: C
Approach: 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: Include Include
Min. Green: 3 0 7 7 3 1 0 0 1 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 22 403 4 5 328 78 155 38 20 9 48 3
Growth Adj: 1.04
Initial Bse: 23 421 4 5 343 81 162 40 21 9 50 3
Added Vol: 0 34 0 0 34 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0
Initial Fut: 23 455 4 5 377 86 167 40 21 9 50 3
User Adj: 1.00
PHF Adj: 1.00
PHF Volume: 23 455 4 5 377 86 167 40 21 9 50 3
Reduced Vol: 0
Reduced Vol: 23 455 4 5 377 86 167 40 21 9 50 3
PCE Adj: 1.00
MLF Adj: 1.00
Final Vol.: 23 455 4 5 377 86 167 40 21 9 50 3

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 0.90 0.94 0.90 0.92 0.92 0.93 0.93 0.93 0.93 0.96 0.96 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: 1.00 0.99 0.01 1.00 0.81 0.19 0.74 0.17 0.09 0.15 0.80 0.05
Final Sat.: 1702 1774 16 1702 1416 325 1291 307 162 273 1455 91
Capacity Analysis Module:
Vol/Sat: 0.01 0.26 0.26 0.00 0.27 0.27 0.13 0.13 0.13 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03
Crit Moves: ****
Delay/Veh: 0.18 0.88 0.88 0.04 0.91 0.91 0.75 0.76 0.76 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20 0.20
AdjDel/Veh: 18.6 29.1 29.1 17.8 34.1 34.1 26.8 26.8 26.8 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9
User DelAdj: 1.00
AdjDel/Veh: 18.6 29.1 29.1 17.8 34.1 34.1 26.8 26.8 26.8 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9 14.9
HORIZAVG: 0 10 10 0 10 10 5 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
LOS by Appr: C

Level of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)
Intersection #36 SR-49 / Pleasant Valley
Cycle (sec): 100
Loss Time (sec): 0 (Y+R = 4 sec) Critical Vol./Cap. (X): 0.584
Optimal Cycle: 0 Average Delay (sec/veh): 14.0
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 1 0
Lanes: 0 0 1 0
Volume Module:
Base Vol: 129 0 174 0 0 0 0 0 226 119 138 192 0
Growth Adj: 1.04
Initial Bse: 135 0 182 0 0 0 0 0 236 124 144 201 0
Added Vol: 10 0 40
PasserByVol: 0
Initial Fut: 145 0 222 0 0 0 0 0 236 134 184 201 0
User Adj: 1.00
PHF Adj: 1.00
PHF Volume: 145 0 222 0 0 0 0 0 236 134 184 201 0
Reduced Vol: 0
Reduced Vol: 145 0 222 0 0 0 0 0 236 134 184 201 0
PCE Adj: 1.00
MLF Adj: 1.00
Final Vol.: 145 0 222 0 0 0 0 0 236 134 184 201 0

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 1.00
Lanes: 0.39 0.00 0.61 0.00 0.00 0.00 0.00 0.00 0.64 0.36 1.00 1.00 0.00
Final Sat.: 248 0 380 0 0 0 0 0 415 236 538 581 0
Capacity Analysis Module:
Vol/Sat: 0.58 xxxxx 0.58 xxxxx xxxxx 0.57 0.57 0.34 0.34 xxxxx
Crit Moves: ****
Delay/Veh: 15.3 0.0 15.3 0.0 0.0 0.0 0.0 0.0 14.7 14.7 12.4 11.7 0.0
AdjDel/Veh: 15.3 0.0 15.3 0.0 0.0 0.0 0.0 0.0 14.7 14.7 12.4 11.7 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 1.00
AdjDel/Veh: 15.3 C xxxxxx 14.7 12.0
HORIZAVG: 1.00 xxxxxx 1.00 1.00
LOS by Appr: B

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Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #40 SR-16 / Stone House
 Average Delay (sec/veh): 1.2 Worst Case Level of Service: D1 (27.4)
 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: 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 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 87 0 0 87 0
 PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 0 0 0 50 0 6 5 595 0 0 606 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 5 595 0 0 606 34
 Final Vol: 0 0 0 50 0 6 5 595 0 0 606 34
 Critical Gap Module:
 Critical Gap:xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx
 FollowUpTime:xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: xxxxx xxxxx xxxxx 1229 xxxxx 623 641 xxxxx xxxxx xxxxx xxxxx
 Move Cap.: xxxxx xxxxx xxxxx 198 xxxxx 489 939 xxxxx xxxxx xxxxx xxxxx
 Volume/Cap.: xxxxx xxxxx xxxxx 0.25 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx
 Level of Service Module:
 Queue: xxxxx xxxxx xxxxx 1.0 xxxxx 0.0 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del:xxxxx xxxxx xxxxx 29.3 xxxxx 12.5 8.9 xxxxx xxxxx 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 xxxxx
 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: xxxxxxx 27.4
 ApproachLOS: * * * * * D

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): 0.620
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.8
 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: 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 0 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: 1.04 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 87 0 0 87 0
 PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 84 105 41 27 101 119 145 419 78 37 446 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 27 101 119 145 419 78 37 446 23
 Final Vol: 84 105 41 27 101 119 145 419 78 37 446 23
 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
 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.: 84 105 41 27 101 119 145 419 78 37 446 23
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj/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
 Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1742 90
 Capacity Analysis Module:
 Vol/Sat: 0.05 0.06 0.03 0.02 0.05 0.07 0.08 0.23 0.05 0.02 0.26 0.26
 Crit Moves: ****
 Green/Cycle: 0.07 0.17 0.24 0.07 0.17 0.28 0.11 0.39 0.46 0.07 0.35 0.35
 Volume/Cap: 0.63 0.33 0.10 0.21 0.31 0.26 0.73 0.58 0.11 0.29 0.73 0.73
 Delay/Veh: 28.1 15.5 12.1 16.7 15.4 11.6 30.6 11.1 6.3 19.2 15.9 15.9
 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: 28.1 15.5 12.1 16.7 15.4 11.6 30.6 11.1 6.3 19.2 15.9 15.9
 HCM2kAvg: 2 2 0 1 1 1 4 5 1 1 7 7

Ione Casino
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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: B1 (14.0)
 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: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0
 Volume Module:
 Base Vol: 0 0 35 0 0 0 0 0 598 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 86 0 0 86 0
 PasserByVol: 0 0 0 0 0 0 0 0 -3 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 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 0 708 3 30 688 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 37 0 0 0 0 0 708 3 30 688 0
 Critical Gap Module:
 Critical Gap:xxxxxxx
 FollowUpTim:xxxxxxx
 Capacity Module:
 Conflict Vol: 709 xxxxx xxxxx xxxxx xxxxx xxxxx 711 xxxxx xxxxxx
 Potent Cap.: 437 xxxxx xxxxx xxxxx xxxxx xxxxx 884 xxxxx xxxxxx
 Move Cap.: 437 xxxxx xxxxx xxxxx xxxxx xxxxx 884 xxxxx xxxxxx
 Volume/Cap.: 0.08 xxxxx xxxxx xxxxx xxxxx xxxxx 0.03 xxxxx xxxxx

Level Of Service Module:
 Queue: xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxxx
 Stopped Del:xxxxxx xxxxx 14.0 xxxxx xxxxx xxxxx xxxxx xxxxx 9.2 xxxxx xxxxxx
 LOS By Move: 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 xxxxx
 SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: 14.0 * * * * *
 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): 0.677
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.8
 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: Split Phase Split Phase
 Rights: Include Include Protected Protected
 Lanes: 0 0 11 0 0 0 0 11 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: 1.04 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 9 0 0 0 0 0 77 0 9 77 0
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 1 102 40 28 81 38 19 558 3 61 563 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 40 28 81 38 19 558 3 61 563 41
 Reduct 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
 MLF Adj: 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 40 28 81 38 19 558 3 61 563 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
 Final Sat.: 13 1302 513 348 1006 464 1753 1833 10 1753 1703 123
 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 0.15 0.15 0.15 0.15 0.15 0.15
 Volume/Cap: 0.52 0.52 0.53 0.53 0.53 0.53 0.53 0.53 0.53 0.53 0.53 0.53
 Delay/Veh: 19.6 19.6 19.6 20.0 20.0 20.0 21.0 21.2 21.2 25.7 28.0 28.0
 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: 19.6 19.6 19.6 20.0 20.0 20.0 21.0 21.2 21.2 25.7 28.0 28.0
 HCM2ENVg: 3 3 3 3 3 3 3 3 3 3 3 3

Ione Casino
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Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #45 SR-16 / Sunrise
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.679
 Loss Time (sec): 12 (Y-R = 4 sec) Average Delay (sec/veh): 17.2
 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 Protected
 Rights: 3 Include 3 Ovl 3 Ovl 3 Ovl 3 Ovl
 Min. Green: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1
 Lanes: 1 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 4 20 0 0 0 0 0 0 4 53 20
 PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 6 196 37 254 252 63 54 295 9 36 357 229
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 6 196 37 254 252 63 54 295 9 36 357 229
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 6 196 37 254 252 63 54 295 9 36 357 229
 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: 6 196 37 254 252 63 54 295 9 36 357 229
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.94 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lanes: 1.00 0.84 0.16 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1558 297 1805 1900 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.13 0.13 0.14 0.13 0.04 0.03 0.16 0.01 0.02 0.20 0.15
 Crit Moves: ****
 Green/Cycle: 0.11 0.18 0.18 0.20 0.27 0.33 0.07 0.29 0.40 0.07 0.29 0.49
 Volume/Cap: 0.03 0.70 0.70 0.70 0.50 0.12 0.48 0.58 0.02 0.32 0.70 0.31
 Delay/Ven: 17.8 23.7 23.7 22.6 14.7 10.5 23.4 15.4 8.2 21.7 18.6 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: 17.8 23.7 23.7 22.6 14.7 10.5 23.4 15.4 8.2 21.7 18.6 7.2
 HCM2KAVG: 0 5 5 4 1 2 4 0 1 6 2

Ione Casino
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Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior
 Average Delay (sec/veh): 5.4 Worst Case Level of Service: C [22.9]
 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 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: 1.04 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 2 1 0 0 0 0 50 0 2 50 1
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0
 Initial Fut: 22 32 29 20 53 69 63 305 53 22 391 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 29 20 53 69 63 305 53 22 391 8
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 22 32 29 20 53 69 63 305 53 22 391 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
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx
 Capacity Module:
 Critical Vol: 956 899 332 926 922 395 399 xxxxx xxxxx 358 xxxxx xxxxx
 Move Cap.: 240 281 715 251 272 659 1138 xxxxx xxxxx 1179 xxxxx xxxxx
 Volume/Cap: 0.13 0.12 0.04 0.10 0.21 0.10 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: xxxxxx xxxxx xxxxx xxxxx xxxxx 8.3 xxxxx xxxxx 8.1 xxxxx xxxxx
 LOS by Move: * * * * * A * * * * * A * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap.: xxx 284 xxxxx xxxxx 345 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared Queue: xxxxx 1.2 xxxxx xxxxx 1.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shrd StpDel: xxxxx 22.9 xxxxx xxxxx 22.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
 Shared LOS: * C * * * * * C * * * * * * * * * *
 ApproachDel: 22.9 C 22.6 C
 ApproachLOS: C C

Ione Casino
 Existing Plus Approved Plus Project C (2006) 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): 0.657
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.9
 Optimal Cycle: 43 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Lanes: 3 1 1 0 1 0 2 0 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 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial See: 52 442 34 160 559 84 101 243 53 43 295 142
 Added Vol.: 0 0 2 7 0 0 0 0 42 0 2 42 7
 PasserbyVol.: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 52 442 36 167 559 84 101 282 53 45 337 149
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 52 442 36 167 559 84 101 282 53 45 337 149
 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.: 52 442 36 167 559 84 101 282 53 45 337 149

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj: 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 1.85 0.15 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 3298 272 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 0.16 0.03 0.03 0.19 0.10
 Crit Moves: ****
 Green/Cycle: 0.10 0.20 0.20 0.14 0.24 0.33 0.09 0.26 0.37 0.11 0.29 0.43
 Volume/Cap: 0.28 0.66 0.66 0.66 0.64 0.15 0.66 0.60 0.10 0.23 0.66 0.23
 Delay/Veh: 18.6 17.9 17.9 23.7 16.3 10.3 28.8 16.0 9.0 18.0 16.6 8.0
 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: 18.6 17.9 17.9 23.7 16.3 10.3 28.8 16.0 9.0 18.0 16.6 8.0
 HCM2KAVG: 1 4 4 4 5 1 3 4 1 1 5 1

Ione Casino
 Existing Plus Approved Plus Project C (2006) Saturday
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Level Of Service Computation Report

2000 HCM Operations Method [Future Volume Alternative]
 Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: C (2.28)
 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 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 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
 Initial See: 0 345 0 0 509 0 0 0 0 0 0 0 0 0 0 0 0 0
 Added Vol.: 0 0 106 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserbyVol.: 0 -3 0 0 -4 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut.: 0 342 106 0 71 505 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.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 342 106 0 71 505 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 342 106 0 71 505 0 0 0 0 0 0 0 0 0 0 0 0
 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 4.2 4.2 4.2 4.2 4.2
 FollowupTime: 2.3 2.3 2.3 2.3 2.3 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:
 Critical Vol.: 448 448 448 448 448 448 448 448 448 448 448 448 448 448 448 448 448
 Potential Cap.: 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081
 Move Cap.: 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081 1081
 Volume/Cap: 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07 0.07

Level Of Service Module:
 Queue: 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2 0.2
 Stopped Del: 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
 LOS by Move: 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
 Shared Queue: 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 0.00
 Shared StpDel: 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 0.00
 Shared LOS: 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 0.00
 ApproachDel: 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 0.00
 ApproachLOS: 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 0.00

APPENDIX P

Intersection Operations Calculations 2006 EPAP Plus Alternative C With Mitigation Measures

2006 + Art. C.

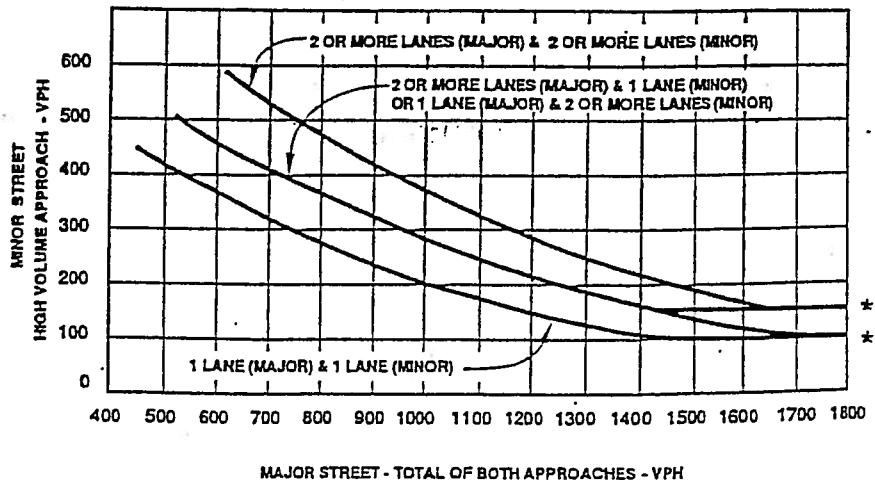
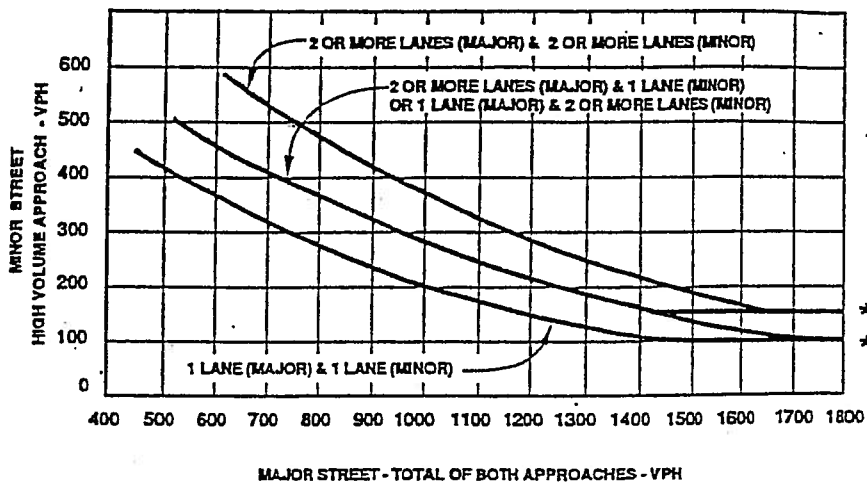
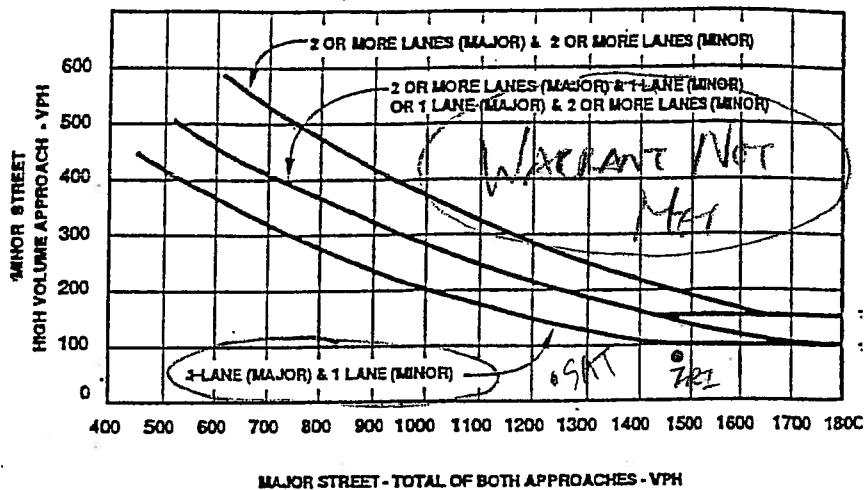
Figure 9-8
PEAK HOUR VOLUME WARRANT
(Urban Areas)

18 SR 16 / Stone House

1490
←→
1240

75 ↓ 50

FRI.



* NOTE:

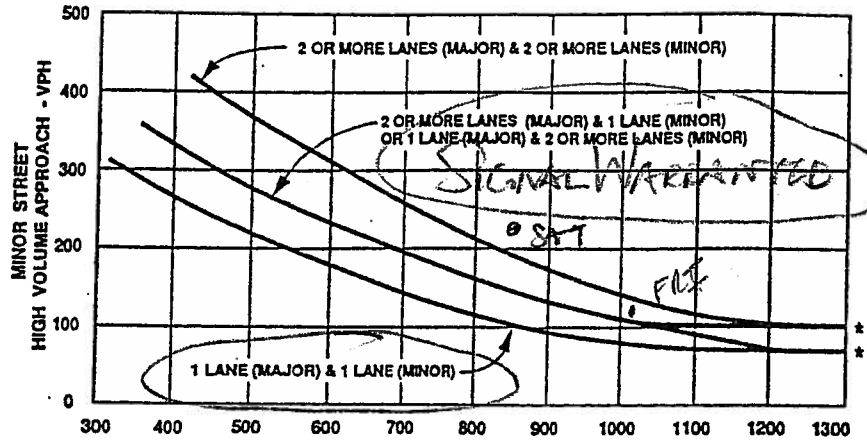
150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

2006 + Att. C

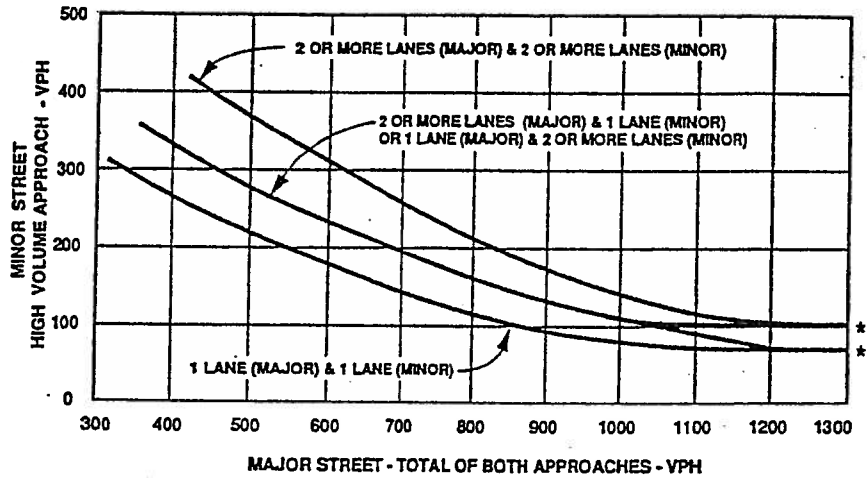
Figure 9-9
PEAK HOUR VOLUME WARRANT
(Rural Areas)

4 SR49 / EMPIRE

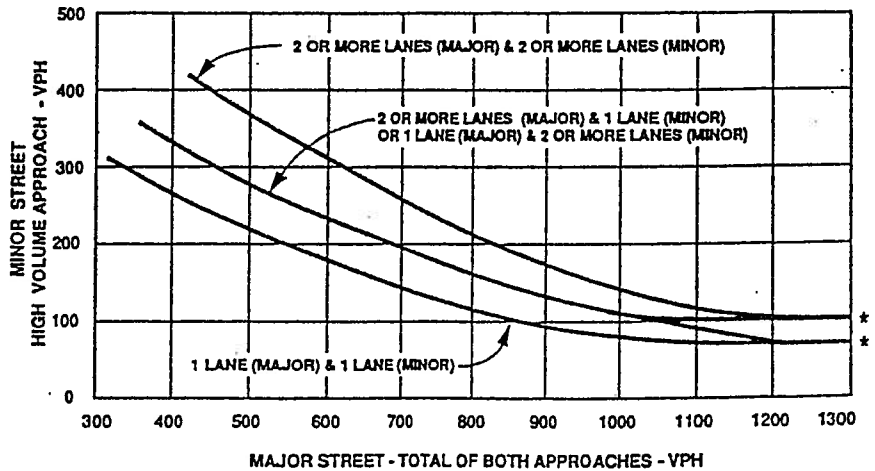
1011 ↑ 850
SAT. $\frac{107}{204}$



[] _____



[] _____



* 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.

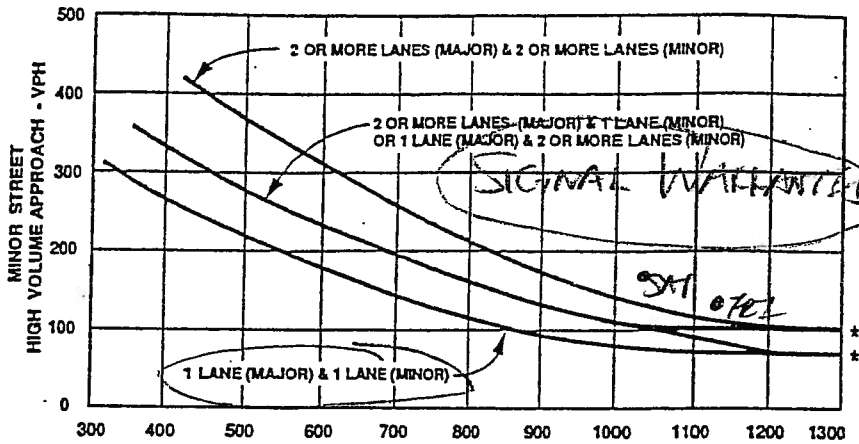
2006 + PROJ. C.

A SR 49 / MAIN ACCESS

1131 ↑ 1324
↓

← 124
177

FRI SAT.

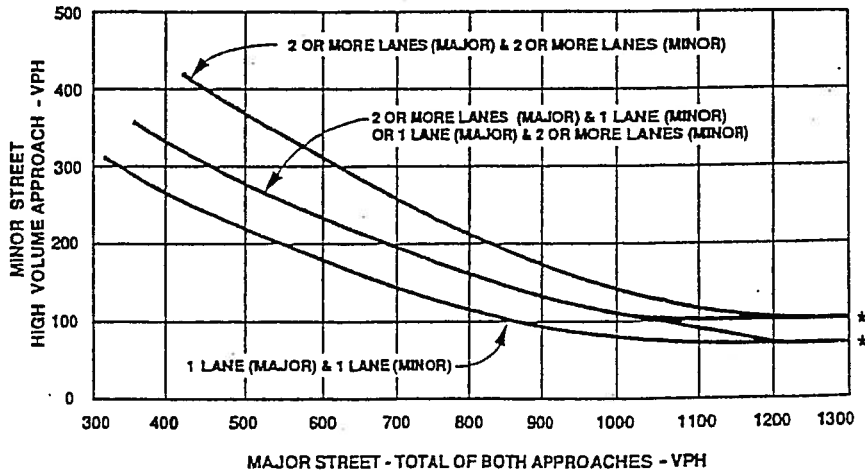
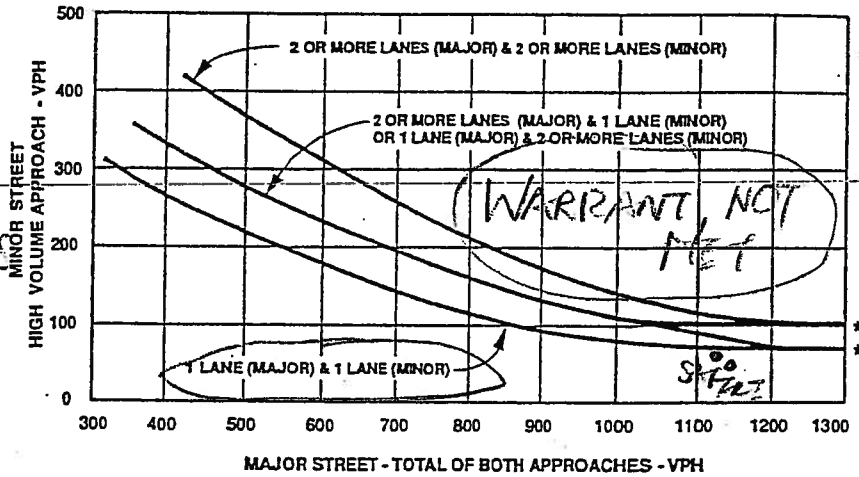


B SR 49 / SERVICE ACCESS

1162 ↑ 1132
↓

← 49
71

FRI SAT.



* 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.

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Ione Casino
Existing Plus Approved Plus Project C (2006) Friday - Mitigation
PM Peak Hour

Scenario: 2006 Ex + Ap + Alt C Friday

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

Ione Casino
Existing Plus Approved Plus Project C (2006) Friday - Mitigation
PM Peak Hour

Trip Generation Report

Forecast for 2006 Alt C Friday											
Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	%	Total Trips	%
1	Ione Casino-	1.00	Ione Casino	187.00	173.00	187	173	360	100.0	360	100.0
	Zone 1 Subtotal					187	173	360	100.0	360	100.0

TOTAL 187 173 360 100.0

Ione Casino
Existing Plus Approved Plus Project C (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
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
40 SR-16 / Stone	0	0	0	71	0	4	14	889	0	0	423	39

Ione Casino
Existing Plus Approved Plus Project C (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-	55	153	235	15	138	18	14	63	51	111	53	13
9 SR-49 / Empir	120	510	5	3	367	6	9	1	97	1	6	2
10 SR-49 / SR-16	195	0	94	0	0	0	0	430	335	152	328	0
25 SR-104 (Prest)	105	190	192	35	207	31	24	19	76	186	17	23
26 SR-104 (Main)	229	6	11	2	7	16	32	183	272	3	136	3
40 SR-16 / Stone	0	0	0	71	0	4	14	953	0	0	484	39

Ione Casino
 Existing Plus Approved Plus Project C (2006) Friday - Mitigation
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base Del./ LOS	Base V/ Veh C	Future Del./ LOS	Future V/ Veh C	Change in
# 7 SR-49 / Main-Fiddletown	B 13.6	0.396	B 13.2	0.425	-0.345 D/V
# 9 SR-49 / Empire	A 6.1	0.546	A 6.8	0.588	+ 0.669 D/V
# 10 SR-49 / SR-16	B 11.3	0.636	B 11.7	0.657	+ 0.418 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A 4.8	0.423	A 5.9	0.539	+ 1.079 D/V
# 26 SR-104 (Main) / SR-124 (Church)	B 12.9	0.439	B 14.7	0.520	+ 1.779 D/V
# 40 SR-16 / Stone House	C 24.1	0.000	D 28.5	0.000	+ 4.406 D/V

Ione Casino
 Existing Plus Approved Plus Project C (2006) Friday - Mitigation
 PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met (Del / Vol)	Future Met (Del / Vol)
# 40 SR-16 / Stone House	NC / NO	NO / NO

Ione Casino
Existing Plus Approved Plus Project C (2006) Friday - Mitigation
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #40 SR-16 / Stone House

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 2 0 0 0 0 1 1 0

Final Vol.: 0 0 0 0 75 0 4 14 937 0 0 446 41

ApproachDel: xxxxxx 24.1 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 volumes=79]

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

Signal Warrant Rule #3: [approach count=3] [total volume=1517]

SUCCESS - Total volume greater than or equal to 650 for intersection

with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project C (2006) Friday - Mitigation
PM Peak Hour

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #40 SR-16 / Stone House

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 2 0 0 0 0 0 1 1 0

Final Vol.: 0 0 0 0 75 0 4 14 937 0 0 446 41

Major Street Volume: 1437

Minor Approach Volume: 79

Minor Approach Volume Threshold: 218

Existing Plus Approved Plus Project C (2006) Friday - Mitigation
Ione Casino
PM Peak Hour

Peak Hour Delay 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
Final Vol.: 0 0 0 0 75 0 4 14 1004 0 0 510 41
ApproachDel: xxxxxx 28.5 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=79)
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1648)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project C (2006) Friday - Mitigation
Ione Casino
PM Peak Hour

Peak Hour Volume Signal Warrant Report (Urban)

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
Final Vol.: 0 0 0 0 75 0 4 14 1004 0 0 510 41
ApproachDel: xxxxxx 1569

Major Street Volume: 79
Minor Approach Volume: 79
Minor Approach Volume Threshold: 180

Existing Plus Approved Plus Project C (2006) Friday - Mitigation PM Peak Hour

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 25 Level Of Service: B

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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81 0.81

Capacity Analysis Module:
Vol/Sat: 0.30 0.30 0.30 0.11 0.11 0.11 0.04 0.04 0.03 0.12 0.12 0.12
Crit Moves: ****

Green/Cycle: 0.71 0.71 0.71 0.71 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.29
Volume/Cap: 0.42 0.42 0.42 0.15 0.15 0.15 0.11 0.11 0.11 0.42 0.42 0.42

Delay/Veh: 6.4 6.4 6.4 4.9 4.9 4.9 26.3 26.3 25.9 29.2 29.2 29.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 6.4 6.4 6.4 4.9 4.9 4.9 26.3 26.3 25.9 29.2 29.2 29.2
HCM2KAVg: 6.6 6.6 6.6 2.2 2.2 2.2 1.1 1.1 1.1 6.6 6.6 6.6

Existing Plus Approved Plus Project C (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): 60 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 26 Level Of Service: A

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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80

Capacity Analysis Module:
Vol/Sat: 0.44 0.44 0.44 0.23 0.23 0.23 0.01 0.01 0.01 0.06 0.01 0.01 0.01
Crit Moves: ****

Green/Cycle: 0.58 0.58 0.58 0.58 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19
Volume/Cap: 0.77 0.77 0.77 0.40 0.40 0.40 0.04 0.04 0.04 0.33 0.03 0.03 0.03

Delay/Veh: 8.4 8.4 8.4 3.3 3.3 3.3 8.6 8.6 9.7 8.6 8.6 8.6
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: 8.4 8.4 8.4 3.3 3.3 3.3 8.6 8.6 9.7 8.6 8.6 8.6
HCM2KAVg: 7.7 7.7 7.7 2.2 2.2 2.2 0.0 0.0 0.0 1.0 0.0 0.0 0.0

Ione Casino
Existing Plus Approved Plus Project C (2006) 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): 100 Critical Vol./Cap. (X): 0.520
 Loss Time (sec): 0 (V+R = 4 sec) Average Delay (sec./veh): 14.7
 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 Include Permitted Include Permitted Include
 Rights: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0
 Lanes: 0 0 1 0 0 0 0 0 1 0 0 0 0 0 1 0 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 Base: 174 6 11 2 7 16 32 183 221 3 136 3
 Added Vol: 55 0 0 0 0 0 0 0 0 0 51 0 0 0 0 0
 PasserByVol: 229 6 11 2 7 16 32 183 272 3 136 3
 Initial Fut: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 User Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94
 PHF Adj: 243 7 12 2 8 17 34 194 289 3 144 3
 PHF Volume: 243 7 12 2 8 17 34 194 289 3 144 3
 Reduced Vol: 0
 FCE 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.: 243 7 12 2 8 17 34 194 289 3 144 3
 Saturation Flow Module:
 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Sat/Lane: 0.69 0.69 0.69 0.86 0.86 0.86 0.85 0.85 0.85 0.93 0.93 0.93
 Adjustment: 0.93 0.02 0.05 0.08 0.39 0.63 0.07 0.37 0.56 0.02 0.36 0.02
 Lanes: 1215 33 61 136 476 1020 107 606 904 39 1696 39
 Final Sat.: 1215 33 61 136 476 1020 107 606 904 39 1696 39
 Capacity Analysis Module:
 Vol/Sat: 0.20 0.20 0.20 0.02 0.02 0.02 0.32 0.32 0.32 0.08 0.08 0.08
 Crit Moves: ****
 Green/Cycle: 0.39 0.39 0.39 0.39 0.39 0.61 0.61 0.61 0.61 0.61 0.61 0.61
 Volume/Cap: 0.52 0.52 0.52 0.04 0.04 0.04 0.52 0.52 0.52 0.14 0.14 0.14
 Delay/Veh: 24.6 24.6 24.6 19.2 19.2 19.2 11.4 11.4 11.4 8.2 8.2 8.2
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 24.6 24.6 24.6 19.2 19.2 19.2 11.4 11.4 11.4 8.2 8.2 8.2
 HCM2kAVG: 9 9 1 1 1 9 9 9 9 2 2 2

Ione Casino
Existing Plus Approved Plus Project C (2006) Friday - Mitigation
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): 1.4 Worst Case Level Of Service: D (28.5)
 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 Include Uncontrolled Include
 Rights: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0
 Lanes: 0 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 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 Base: 0 0 0 0 71 0 4 14 889 0 0 423 39
 Added Vol: 0 0 0 0 0 0 0 0 66 0 0 61 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 71 0 4 14 953 0 0 484 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: 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 75 0 4 14 1004 0 0 510 41
 Final Vol.: 0 0 0 0 75 0 4 14 1004 0 0 510 41
 Critical Gap Module:
 Critical Gap: 6.8 6.8 6.9 4.2 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8
 FollowUpTime: 3.5 3.5 3.3 2.2 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5
 Capacity Module:
 Conflict Vol: 1061 275 551 1061 275 551 1061 275 551 1061 275 551
 Potential: 222 222 728 222 222 728 222 222 728 222 222 728
 Move Cap.: 220 220 728 220 220 728 220 220 728 220 220 728
 Volume/Cap: 0.34 0.34 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: 1.4 1.4 0.0 0.0 1.4 1.4 0.0 0.0 1.4 1.4 0.0 0.0
 Stopped Del: 29.6 29.6 10.0 10.0 29.6 29.6 10.0 10.0 29.6 29.6 10.0 10.0
 LOS by Move: D 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 Queue: 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5
 Shared LOS: 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5
 ApproachDel: 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5
 ApproachLOS: 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5 28.5

Existing Plus Approved Plus Project C (2006) Friday - Mitigation
 PM Peak Hour
 Ione Casino

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): 0.663
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
 Optimal Cycle: 38 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Control: Permitted Permitted Protected Protected
 Rights: Include OVI Include
 Min. Green: 5 5 5 5 3 7 0 0 0 0 7 7
 Lanes: 0 0 0 0 1 0 0 0 1 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 41 44 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 69 0 404 524 396 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
 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 69 0 404 524 396 0 0 224 52
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 69 0 404 524 396 0 0 224 52
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MUF 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 0 69 0 404 524 396 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 0.27 0.30 0.22 0.00 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.13 0.00 0.55 0.42 0.63 0.00 0.00 0.21 0.21
 Volume/Cap: 0.00 0.00 0.00 0.36 0.00 0.49 0.72 0.34 0.00 0.00 0.72 0.72
 Delay/Veh: 0.0 0.0 0.0 16.2 0.0 5.8 12.9 3.5 0.0 0.0 20.6 20.6
 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 16.2 0.0 5.8 12.9 3.5 0.0 0.0 20.6 20.6
 HCM2KAVG: 0 0 0 1 0 4 7 2 0 0 5 5

Existing Plus Approved Plus Project C (2006) Friday - Mitigation
 PM Peak Hour
 Ione Casino

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): 0.745
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 30.3
 Optimal Cycle: 55 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L-T-R L-T-R L-T-R L-T-R
 Control: Protected Protected Protected Protected
 Rights: Include OVI 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 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: 1.04 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: 30 761 2 3 468 251 264 1 19 2 3 2
 Added Vol: 0 29 0 0 27 11 12 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 790 2 3 495 262 276 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: 30 790 2 3 495 262 276 1 19 2 3 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 790 2 3 495 262 276 1 19 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
 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.: 30 790 2 3 495 262 276 1 19 2 3 2
 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 0.83 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 0.42 0.42 0.00 0.28 0.17 0.16 0.01 0.01 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.05 0.43 0.43 0.05 0.43 0.60 0.17 0.17 0.17 0.13 0.13 0.13
 Volume/Cap: 0.31 0.96 0.96 0.03 0.64 0.29 0.96 0.08 0.08 0.03 0.03 0.03
 Delay/Veh: 26.8 37.2 37.2 24.8 13.9 5.5 65.0 19.5 19.5 21.1 21.1 21.1
 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: 26.8 37.2 37.2 24.8 13.9 5.5 65.0 19.5 19.5 21.1 21.1 21.1
 HCM2KAVG: 1 20 20 0 8 2 10 0 0 0 0 0

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

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

 Intersection Volume Report
 Base Volume Alternative

 Scenario Report
 2006 Ex + Ap + Alt C Friday

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
101 SR-49 / Proje	0	587	0	0	415	0	0	0	0	0	0	0
174 SR-49 / Proje	0	562	0	0	397	0	0	0	0	0	0	0

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

Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
PM Peak Hour

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

Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
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Trip Generation Report

Forecast for 2006 Alt C Saturday

Zone #	Subzone	Amount	Units	Rate		Trips		Trips Total	% Of Trips Total
				In	Out	In	Out		
1	Ione Casino-	1.00	Ione Casino	248.00	248.00	248	248	496	100.0
	Zone 1 Subtotal					248	248	496	100.0
TOTAL						248	248	496	100.0

 Ione Casino
 Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	--	T	R	L	--	T	--	T	R
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
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
40 SR-16 / Stone	0	0	0	0	50	0	6	5	511	0	0	519

 Ione Casino
 Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
 PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	--	T	R	L	--	T	--	T	R
7 SR-49 / Main-	49	148	118	13	131	16	18	39	39	163	81	15
9 SR-49 / Empir	61	364	3	1	411	10	19	0	185	3	2	0
10 SR-49 / SR-16	265	0	118	0	0	0	0	312	171	184	382	0
25 SR-104 (Prest)	113	164	158	23	149	15	19	22	66	170	50	22
26 SR-104 (Main)	181	6	11	2	3	8	3	162	221	15	197	1
40 SR-16 / Stone	0	0	0	0	50	0	6	5	595	0	0	606

 Ione Casino
 Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base Del/V	LOS Veh C	Future Del/V	Future Del/V in	Change in
# 7 SR-49 / Main-Fiddletown	B 14.8	0.344	B 14.8	0.383	+ 0.037 D/V
# 9 SR-49 / Empire	A 5.3	0.381	A 5.9	0.442	+ 0.608 D/V
# 10 SR-49 / SR-16	B 11.0	0.562	B 12.5	0.659	+ 1.558 D/V
# 25 SR-104 (Preston) / SR-124	(Nor) A 4.6	0.345	A 5.6	0.501	+ 0.974 D/V
# 26 SR-104 (Main) / SR-124 (Church)	B 10.5	0.304	B 13.2	0.420	+ 2.667 D/V
# 40 SR-16 / Stone House	C 20.2	0.000	D 25.1	0.000	+ 4.808 D/V

 Ione Casino
 Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
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Signal Warrant Summary Report
 Base Met
 (Del / Vol)
 No / No

Intersection # 40 SR-16 / Stone House

Future Met (Del / Vol) No / No

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Ione Casino

Peak Hour Delay Signal Warrant Report

Peak Hour Volume Signal Warrant Report (Urban)

Intersection #40 SR-16 / Stone House
 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 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 57 0 0 7 6 582 0 0 591 39
 ApproachDel: xxxxxx 20.2 xxxxxx xxxxxx
 Approach(southbound) [lanes=2] [control=Stop] 1218
 Signal Warrant Rule #1: (vehicle-hours=64) 64
 Signal Warrant Rule #2: (vehicle-hours less than 5 for two or more lane approach.)
 Signal Warrant Rule #3: (approach volume=64)
 FAIL - Vehicle-hours less than 150 for two or more lane approach.
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=3) [total volume=1282]
 SUCCEEDED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Intersection #40 SR-16 / Stone House
 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 2 0 0 0 0 1 1 0
 Final Vol.: 0 0 0 0 57 0 0 7 6 582 0 0 591 39
 Major Street Volume: 1218
 Minor Approach Volume: 64
 Minor Approach Volume Threshold: 289

Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
PM Peak Hour

 Ione Casino

 Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
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 Peak Hour Delay 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 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 57 0 0 7 6 677 0 0 690 39
 ApproachDel: xxxxxx 25.1 xxxxxx 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=64]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=1477]
 SUCCEEDED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
PM Peak Hour

 Ione Casino

 Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
 PM Peak Hour

 Peak Hour Volume Signal Warrant Report [Urban]

 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 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 57 0 0 7 6 677 0 0 690 39
 Major Street Volume: 1413
 Minor Approach Volume: 64
 Minor Approach Volume Threshold: 225

Ione Casino
Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #7 SR-49 / Main-Fiddletown
Cycle (sec): 100 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 23 (Y+R = 4 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 23 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0
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: 1.04 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 30 182 81 15
Added Vol: 9 51 1 0 51 0 0 0 0 9 1 0 0 0
PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0 0 0
Initial Fut: 49 148 118 13 131 16 18 39 39 163 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: 50 151 120 13 133 16 18 39 40 166 83 15
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 151 120 13 133 16 18 39 40 166 83 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 50 151 120 13 133 16 18 39 40 166 83 15

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.83 0.83 0.83 0.89 0.89 0.90 0.90 0.85 0.78 0.78 0.78
Lanes: 0.15 0.48 0.37 0.08 0.82 0.10 0.31 0.69 1.00 0.63 0.31 0.06
Final Sat.: 242 738 587 133 1388 167 540 1174 1615 934 467 84

Capacity Analysis Module:
Vol/Sat: 0.20 0.20 0.20 0.10 0.10 0.10 0.03 0.03 0.02 0.18 0.18 0.18
Crit Moves: ****
Green/Cycle: 0.54 0.54 0.54 0.54 0.54 0.46 0.46 0.46 0.46 0.46 0.46
Volume/Cap: 0.38 0.38 0.38 0.18 0.18 0.18 0.07 0.07 0.05 0.38 0.38 0.38
Delay/Veh: 13.9 13.9 13.9 12.0 12.0 12.0 14.9 14.9 14.7 17.8 17.8 17.8
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: 13.9 13.9 13.9 12.0 12.0 12.0 14.9 14.9 14.7 17.8 17.8 17.8
HCM2KAVG: 6 6 6 3 3 3 1 1 1 7 7 7

Ione Casino
Existing Plus Approved Plus Project C (2006) 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): 0.442
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.9
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: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 0 0 0
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: 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: 7 64 0 0 64 0 0 0 0 7 0 0 0
PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0 0
Initial Fut: 61 364 3 1 411 10 19 0 185 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: 68 401 3 1 453 12 21 0 203 3 2 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 68 401 3 1 453 12 21 0 203 3 2 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 68 401 3 1 453 12 21 0 203 3 2 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 0.80 0.85 0.82 0.82 0.80
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.: 224 1327 11 4 1705 43 1520 0 1615 939 626 0

Capacity Analysis Module:
Vol/Sat: 0.30 0.30 0.30 0.27 0.27 0.01 0.00 0.13 0.00 0.00 0.00
Crit Moves: ****
Green/Cycle: 0.48 0.48 0.48 0.48 0.48 0.24 0.00 0.24 0.24 0.24 0.24
Volume/Cap: 0.63 0.63 0.63 0.56 0.56 0.06 0.00 0.53 0.02 0.02 0.00
Delay/Veh: 5.9 5.9 5.9 4.8 4.8 4.8 6.2 0.0 8.4 6.1 6.1 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 5.9 5.9 5.9 4.8 4.8 4.8 6.2 0.0 8.4 6.1 6.1 0.0
HCM2KAVG: 4 4 4 3 3 3 0 0 2 0 0 0

Ione Casino
Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
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): 0.659

Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.5

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: Permitted Permitted Protected Protected

Right: Ovl Include

Min. Green: 5 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

Volume Module:

Base Vol: 254 0 101 0 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 0 151 171 175 218 0

Added Vol: 0 0 13 0 0 0 0 0 0 164 0 13 164 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 265 0 118 0 0 0 0 0 0 312 171 184 382 0

User Adj: 1.00 1.00 1.00 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 0 122 0 0 0 0 0 0 322 176 190 394 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 1.00 1.00

MLF Adj: 1.00 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 0 122 0 0 0 0 0 0 322 176 190 394 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: 0.20 0.00 0.08 0.00 0.00 0.00 0.00 0.18 0.12 0.11 0.22 0.00

Crit Moves: ****

Green/Cycle: 0.31 0.00 0.48 0.00 0.00 0.00 0.00 0.28 0.28 0.17 0.45 0.00

Volume/Cap: 0.66 0.00 0.17 0.00 0.00 0.00 0.00 0.66 0.42 0.66 0.50 0.00

Delay/Veh: 15.0 0.0 5.6 0.0 0.0 0.0 0.0 15.1 11.6 19.8 7.7 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: 15.0 0.0 5.6 0.0 0.0 0.0 0.0 15.1 11.6 19.8 7.7 0.0

HCM2kAVG: 5 0 1 0 0 0 0 5 2 4 4 0

Ione Casino
Existing Plus Approved Plus Project C (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): 0.501

Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.6

Optimal Cycle: 23 Level Of 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 Permitted Permitted

Right: Include Include Include Include

Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5 5 5

Lanes: 1 0 0 1 0 0 0 0 1 1 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 74 2 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: 113 164 158 23 149 15 19 22 66 170 50 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: 126 183 175 25 166 16 21 24 73 189 56 24

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

MLF Adj: 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.: 126 183 175 25 166 16 21 24 73 189 56 24

Saturation Flow Module:

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

Adjustment: 0.63 0.87 0.87 0.87 0.87 0.87 0.87 0.86 0.86 0.86 0.86 0.86

Lanes: 1.00 0.51 0.49 0.12 0.80 0.18 0.20 0.62 1.00 0.70 0.30

Final Sat.: 1193 847 814 203 1321 129 288 336 1007 1223 1203 524

Capacity Analysis Module:

Vol/Sat: 0.11 0.22 0.22 0.13 0.13 0.13 0.07 0.07 0.07 0.15 0.05 0.05

Crit Moves: ****

Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.31 0.31 0.31 0.31 0.31 0.31

Volume/Cap: 0.24 0.50 0.50 0.29 0.29 0.29 0.24 0.24 0.24 0.24 0.24 0.24

Delay/Veh: 4.4 5.3 5.3 4.5 4.5 4.5 6.2 6.2 6.2 7.6 5.9 5.9

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: 4.4 5.3 5.3 4.5 4.5 4.5 6.2 6.2 6.2 7.6 5.9 5.9

HCM2kAVG: 1 3 3 1 1 1 1 1 1 1 2 1 1

Ione Casino
Existing Plus Approved Plus Project C (2006) Saturday - Mitigation
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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #40 SR-16 / Stone House

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D [25.1]

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

Rights: Include Include Include

Lanes: 0 0 0 0 1 0 0 1 1 0 2 0 0 0 0 1 1 0

Volume Module: 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

PasserByVol: 0 0 0 0 0 0 0 0 87 0 0 87 0

Initial Fut: 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: 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88

PHF Volume: 0 0 0 57 0 7 6 677 0 0 690 39

Final Vol.: 0 0 0 57 0 7 6 677 0 0 690 39

Critical Gap Module: 6.8 6.8 6.9 4.2 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8

FollowUpTime: 3.5 3.5 3.3 2.2 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5

Capacity Module: 1061 365 730 864 864 864 864 864 864 864 864 864

Conflict Vol: 1061 365 730 864 864 864 864 864 864 864 864 864

Potent Cap: 222 222 222 222 222 222 222 222 222 222 222 222

Volume/Cap: 0.26 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: 1.0 0.0 0.0 9.2 9.2 9.2 9.2 9.2 9.2 9.2 9.2 9.2

Queue: 26.8 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7

Stopped Del: 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7 10.7

LOS by Move: A B 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 Queue: XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

Shrd StpDel: XXXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

Shared LOS: 25.1 25.1 25.1 25.1 25.1 25.1 25.1 25.1 25.1 25.1 25.1 25.1

ApproachDel: XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX

ApproachLOS: D D D D D D D D D D D D D D

Ione Casino
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Level of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)
Intersection #26 SR-104 (Main) / SR-124 (Church)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420

Loss Time (sec): 0 (V+R = 4 sec) Average Delay (sec/veh): 13.2

Optimal Cycle: 25 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

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

Volume Module: 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: 73 0 0 0 0 0 0 1 73 0 1 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 181 6 11 2 3 8 3 162 221 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: 198 7 13 2 3 9 3 177 243 16 216 1

Final Vol.: 198 7 13 2 3 9 3 177 243 16 216 1

Reduced Vol: 198 7 13 2 3 9 3 177 243 16 216 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

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.: 198 7 13 2 3 9 3 177 243 16 216 1

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

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

Adjustment: 0.70 0.70 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85

Lanes: 0.91 0.06 0.15 0.23 0.62 0.01 0.42 0.57 0.07 0.92 0.01

Final Sat.: 1214 42 77 249 374 997 13 692 946 119 1604 8

Capacity Analysis Module: 0.16 0.16 0.16 0.01 0.01 0.26 0.26 0.26 0.13 0.13 0.13

Vol/Sat: 0.16 0.16 0.16 0.01 0.01 0.26 0.26 0.26 0.13 0.13 0.13

Crit Moves: 0.39 0.39 0.39 0.39 0.39 0.39 0.61 0.61 0.61 0.61 0.61

Green/Cycle: 0.42 0.42 0.42 0.02 0.02 0.02 0.42 0.42 0.42 0.42 0.42

Volume/Cap: 22.9 22.9 22.9 18.9 18.9 18.9 10.4 10.4 10.4 8.8 8.8

Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User DelAdj: 22.9 22.9 22.9 18.9 18.9 18.9 10.4 10.4 10.4 8.8 8.8

AdjDel/Veh: 7 7 7 0 0 0 7 7 7 3 3 3

Existing Plus Approved Plus Project C (2006) Saturday - 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): 0.630
 Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 11.1
 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 Protected Include
 Rights: Include
 Min. Green: 5 5 5 5 5 3 7 0 0 7 7
 Lanes: 0 0 0 0 1 0 0 1 1 0 0 0 0 0 1 0 1 0
 Volume Module:
 Base Vol: 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
 Initial Bse: 0 0 58 0 370 361 248 0 0 266 63
 Added Vol: 0 0 0 0 58 58 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 58 0 428 419 248 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
 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 58 0 428 419 248 0 0 266 63
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 58 0 428 419 248 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
 MLP 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 58 0 428 419 248 0 0 266 63
 Saturation Flow Module:
 Sat/Lane: 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 0.94 0.94
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.81 0.19
 Final Sat.: 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 0.29 0.24 0.14 0.00 0.00 0.18 0.18
 Crit Moves: 0.00 0.00 0.00 0.14 0.00 0.48 0.34 0.60 0.00 0.00 0.26 0.26
 Green/Cycle: 0.00 0.00 0.00 0.28 0.00 0.59 0.71 0.23 0.00 0.00 0.71 0.71
 Volume/Cap: 0.00 0.00 0.00 14.2 0.0 7.9 14.1 3.3 0.0 0.0 16.8 16.8
 Delay/Veh: 0.0 0.0 0.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 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 0.0 14.2 0.0 7.9 14.1 3.3 0.0 0.0 16.8 16.8
 HCM2kAvg: 0 0 0 1 0 4 6 1 0 0 5 5

Existing Plus Approved Plus Project C (2006) Saturday - 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): 12 Critical Vol./Cap. (X): 0.671
 Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): 31.5
 Optimal Cycle: 45 Level of Service: C
 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
 Rights: Include
 Min. Green: 3 0 7 7 3 7 7 7 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: 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
 Initial Bse: 16 560 1 3 418 245 283 1 25 1 0 3
 Added Vol: 0 39 0 0 39 16 16 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: 16 599 1 3 457 261 299 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
 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: 16 599 1 3 457 261 299 1 25 1 0 3
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 16 599 1 3 457 261 299 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
 MLP 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.: 16 599 1 3 457 261 299 1 25 1 0 3
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 1.00 1.00 0.90 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 0.32 0.32 0.00 0.25 0.17 0.17 0.02 0.02 0.00 0.00 0.00
 Crit Moves: 0.01 0.32 0.32 0.00 0.25 0.17 0.17 0.02 0.02 0.00 0.00 0.00
 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: 0.13 0.95 0.95 0.03 0.77 0.34 0.95 0.09 0.09 0.02 0.00 0.02
 Delay/Veh: 20.3 39.8 39.8 19.7 19.7 6.7 57.0 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 39.8 39.8 19.7 19.7 6.7 57.0 15.5 15.5 16.1 0.0 16.1
 HCM2kAvg: 0.14 14 0 8 2 9 0 0 0 0 0 0

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #46 SR-16 / Excelsior

Average Delay (sec/Veh): 9 (Y+R = 4 sec) Average Delay (sec/Veh): 9.2
 Critical Vol./Cap. (X): 0.510
 Loss Time (sec): 28 Level Of Service: A
 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: Stop Sign Uncontrolled Uncontrolled Include Protected Protected
 Rights: 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 1 1 0
 Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 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 2 1 0 0 0 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 22 32 29 20 53 69 63 305 53 22 391 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 29 20 53 69 63 305 53 22 391 8
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 22 32 29 20 53 69 63 305 53 22 391 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
 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: 22 32 29 20 53 69 63 305 53 22 391 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 0.87 0.90 0.92 0.92 0.90 0.94
 Lanes: 0.26 0.39 0.35 0.14 0.37 0.49 1.00 0.85 0.15 1.00 0.98 0.02
 Final Sat: 427 631 568 231 622 805 1702 1492 261 1702 1749 37

Capacity Analysis Module:
 Vol/Sat: 0.05 0.05 0.05 0.09 0.09 0.09 0.09 0.04 0.20 0.20 0.01 0.22
 Crit Moves: ****
 Green/Cycle: 0.18 0.18 0.18 0.18 0.18 0.11 0.35 0.35 0.15 0.39 0.39
 Volume/Cap: 0.29 0.29 0.29 0.48 0.48 0.48 0.34 0.58 0.58 0.09 0.57 0.57
 Delay/Veh: 10.5 10.5 10.5 11.6 11.6 11.6 12.7 8.9 8.9 10.4 7.7 7.7
 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: 10.5 10.5 10.5 11.6 11.6 11.6 12.7 8.9 8.9 10.4 7.7 7.7
 HCM2KAVG: 1 1 1 2 2 2 1 4 4 0 4 4

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #40 SR-16 / Stone House

Average Delay (sec/Veh): 0.9 Worst Case Level Of Service: C [20.2]
 Critical Vol./Cap. (X): 0.510
 Loss Time (sec): 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: Stop Sign Uncontrolled Uncontrolled Include
 Rights: 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 1 1 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 0 2 0 0 0 0 1 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 0 87 0 0 87 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 50 0 6 5 595 0 0 606 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 5 595 0 0 606 34
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 50 0 6 5 595 0 0 606 34

Critical Gap Module:
 Critical Gap: 6.8 6.8 6.9 4.2 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8
 FollowUpTIm: 3.5 3.5 3.3 2.2 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5

Capacity Module:
 Conflict Vol: 931 933 320 641 933 933 933 933 933 933 933 933
 Potent Cap: 933 933 933 933 933 933 933 933 933 933 933 933
 Move Cap: 268 268 268 268 268 268 268 268 268 268 268 268
 Volume/Cap: 0.19 0.19 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 0.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
 Stopped Del: 21.5 21.5 10.3 8.9 8.9 8.9 8.9 8.9 8.9 8.9 8.9 8.9
 LOS by Move: C A B A
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: 933 933 933 933 933 933 933 933 933 933 933 933
 SharedQueue: 268 268 268 268 268 268 268 268 268 268 268 268
 Shrd StpDel: 21.5 21.5 10.3 8.9 8.9 8.9 8.9 8.9 8.9 8.9 8.9 8.9
 Shared LOS: C A B A
 ApproachDel: 20.2 C
 ApproachLOS: C

APPENDIX Q

Intersection Operations Calculations 2006 EPAP Plus Alternative D Condition

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

Scenario Report
2006 Ex + Ap + Alt D Friday

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

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

Trip Generation Report

Forecast for 2006 Alt D Friday

Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
1	Ione Casino-	1.00	Ione Casino	222.00	240.00	222	240	462 100.0
	Zone 1 Subtotal					222	240	462 100.0

TOTAL 222 240 462 100.0

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

Turning Movement Report
2006 Alt D Friday

Volume	Northbound	Southbound	Eastbound	Westbound	Total
Type	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	16	0	16
Total	0	0	16	0	16
#2 Main / Sherwood					
Base	0	0	0	0	0
Added	3	0	0	13	16
Total	3	0	0	13	16
#3 Main / Empire					
Base	0	0	0	0	0
Added	3	0	0	11	14
Total	3	0	0	11	14
#4 Main / Poplar					
Base	0	0	0	0	0
Added	3	0	0	8	11
Total	3	0	0	8	11
#5 Main / Mill					
Base	0	0	0	0	0
Added	0	0	0	8	8
Total	0	0	0	8	8
#6 SR-49 / Miller Way					
Base	27	152	0	96	275
Added	0	49	0	45	94
Total	27	201	0	141	368
#7 SR-49 / Main-Fiddletown					
Base	48	120	234	15	417
Added	9	49	1	0	59
Total	57	169	235	15	476
#8 SR-49 / Poplar					
Base	36	469	0	264	769
Added	3	59	0	55	117
Total	39	528	0	319	886
#9 SR-49 / Empire					
Base	115	467	5	3	630
Added	7	62	0	0	139
Total	122	529	5	3	769

Ione Casino													
Existing Plus Approved Plus Project D (2006) Friday													
PM Peak Hour													
Volume	Northbound	Southbound	Eastbound	Westbound	Total	Volume	Northbound	Southbound	Eastbound	Westbound	Total	Volume	
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
#10 SR-49 / SR-16													
Base	195	0	85	0	0	0	308	335	146	213	0	1283	
Added	0	0	11	0	0	147	0	12	159	0	329	0	
Total	195	0	96	0	0	455	335	158	372	0	1612	0	
#11 SR-49 / Main (Drytown)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	11	0	0	12	0	0	0	0	0	0	23	
Total	0	11	0	0	12	0	0	0	0	0	0	23	
#12 SR-49 / Water-Amador Creek													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	4	0	0	0	0	0	4	0	0	0	0	8	
Total	4	0	0	0	0	0	4	0	0	0	0	8	
#13 SR-49 / Gopher Fiat													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	4	0	0	0	0	0	4	0	0	0	0	8	
Total	4	0	0	0	0	0	4	0	0	0	0	8	
#14 SR-49 / Eureka													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	4	0	0	4	0	0	0	0	0	0	8	
Total	0	4	0	0	4	0	0	0	0	0	0	8	
#15 SR-49 / Church													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	4	0	0	4	0	0	0	0	0	0	8	
Total	0	4	0	0	4	0	0	0	0	0	0	8	
#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	6	0	0	6	3	3	0	0	0	0	18	
Total	0	6	0	0	6	3	3	0	0	0	0	18	
#17 SR-49 / Jackson Gate-Ione Martell													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	6	0	0	6	0	0	0	0	0	0	12	
Total	0	6	0	0	6	0	0	0	0	0	0	12	
#18 SR-49 / SR-88 (North)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	6	0	0	0	0	0	0	6	
Total	0	0	0	0	6	0	0	0	0	0	0	6	
#19 SR-49 / Sutter													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	5	0	0	6	0	0	0	0	0	0	11	
Total	0	5	0	0	6	0	0	0	0	0	0	11	
#20 SR-49 / Hofman													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	5	0	0	5	0	0	0	0	0	0	10	
Total	0	5	0	0	5	0	0	0	0	0	0	10	
#21 SR-49 / Main (Jackson)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	5	0	0	5	0	0	0	0	0	0	10	
Total	0	5	0	0	5	0	0	0	0	0	0	10	
#22 SR-49 / SR-88 (South)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	4	0	0	4	0	0	0	0	0	0	8	
Total	0	4	0	0	4	0	0	0	0	0	0	8	
#23 SR-16 / SR-124													
Base	9	0	107	0	0	0	0	0	0	541	18	50	
Added	0	0	68	0	0	0	0	0	79	0	74	85	
Total	9	0	175	0	0	0	0	0	620	18	124	452	
#24 SR-16 / Latrobe (Amador)													
Base	0	0	0	0	132	0	5	4	399	0	0	215	
Added	0	0	0	0	0	0	0	0	79	0	0	85	
Total	0	0	0	0	132	0	5	4	478	0	0	300	
#25 SR-104 (Preston) / SR-124 (North)													
Base	105	190	136	33	207	31	24	19	76	134	17	22	
Added	0	0	66	2	0	0	0	0	0	72	0	2	
Total	105	190	202	35	207	31	24	19	76	206	17	24	
#26 SR-104 (Main) / SR-124 (Church)													
Base	174	6	11	2	7	16	32	183	221	3	136	3	
Added	65	0	0	0	0	0	0	1	71	0	1	0	
Total	239	6	11	2	7	16	32	184	292	3	137	3	
#27 SR-104 / SR-88													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	0	3	0	0	3	
Total	0	0	0	0	0	0	0	0	3	0	0	3	

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

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

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

#28 SR-88 / SR-124	0	0	0	3	0	143	133	388	0	0	283	2	952
Base	0	0	0	0	0	67	82	3	0	0	3	0	135
Added	0	0	0	3	0	210	135	391	0	0	286	2	1087
Total	0	0	0	3	0	210	135	391	0	0	286	2	1087

#29 SR-88 / SR-12 (North)	0	0	0	69	0	363	480	396	0	0	224	52	1585
Base	0	0	0	0	0	56	52	0	0	0	0	0	108
Added	0	0	0	69	0	419	532	396	0	0	224	52	1693
Total	0	0	0	69	0	419	532	396	0	0	224	52	1693

#30 SR-88 / SR-12 (South)	0	0	0	3	468	251	264	1	19	2	3	2	1807
Base	0	0	0	0	37	15	14	0	0	0	0	0	101
Added	0	35	0	3	505	266	278	1	19	2	3	2	1908
Total	0	35	0	3	505	266	278	1	19	2	3	2	1908

#31 SR-88 / Kettleman	0	0	0	5	353	80	221	84	26	14	62	6	1440
Base	0	30	0	0	33	5	4	0	0	0	0	0	72
Added	0	0	0	5	386	85	225	84	26	14	62	6	1512
Total	0	30	0	5	386	85	225	84	26	14	62	6	1512

#32 SR-12 / SR-99 SB Ramps	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

#33 SR-12 / SR-99 NB Ramps	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

#34 Kettleman / SR-99 SB Ramps	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

#35 Kettleman / SR-99 NB Ramps	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

#36 SR-49 / Pleasant Valley	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	0	103	0	0	0	0	0	402	187	216	253	0	1328
Added	0	0	0	0	0	0	0	0	0	0	0	0	93
Total	0	103	0	0	0	0	0	402	187	216	253	0	1421

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

#37 SR-16 / Ione	0	0	0	1	0	0	0	0	0	0	0	0	853
Base	0	0	0	0	0	0	0	0	0	0	0	0	164
Added	0	0	0	1	0	0	0	0	0	0	0	0	1017
Total	0	0	0	1	0	0	0	0	0	0	0	0	1017

#38 SR-16 / Murietta South Pkwy	0	0	0	1	7	2	88	180	581	0	1	263	8
Base	0	0	0	0	0	0	0	0	0	0	0	0	163
Added	0	0	0	1	7	2	88	180	581	0	1	263	8
Total	0	0	0	1	7	2	88	180	581	0	1	263	8

#39 SR-16 / Murietta Pkwy	0	0	0	34	71	111	195	653	112	28	284	34	1771
Base	0	0	0	0	0	0	0	0	0	0	0	0	162
Added	0	0	0	34	71	111	195	653	112	28	284	34	1933
Total	0	0	0	34	71	111	195	653	112	28	284	34	1933

#40 SR-16 / Stone House	0	0	0	0	0	0	0	0	0	0	0	0	1439
Base	0	0	0	0	0	0	0	0	0	0	0	0	162
Added	0	0	0	0	0	0	0	0	0	0	0	0	1601
Total	0	0	0	0	0	0	0	0	0	0	0	0	1601

#41 SR-16 / Latrobe (Sac)	0	0	0	2	5	0	26	33	864	13	2	463	8
Base	0	0	0	0	0	0	0	0	0	0	0	0	162
Added	0	0	0	2	5	0	26	33	864	13	2	463	8
Total	0	0	0	2	5	0	26	33	864	13	2	463	8

#42 SR-16 / Dillard	0	0	0	0	0	0	0	0	0	0	0	0	1555
Base	0	0	0	0	0	0	0	0	0	0	0	0	162
Added	0	0	0	0	0	0	0	0	0	0	0	0	1555
Total	0	0	0	0	0	0	0	0	0	0	0	0	1555

#43 SR-16 / Sloughhouse	0	0	0	0	0	0	0	0	0	0	0	0	1717
Base	0	0	0	0	0	0	0	0	0	0	0	0	162
Added	0	0	0	0	0	0	0	0	0	0	0	0	1555
Total	0	0	0	0	0	0	0	0	0	0	0	0	1555

#44 SR-16 / Grant Line	0	0	0	0	0	0	0	0	0	0	0	0	1727
Base	0	0	0	0	0	0	0	0	0	0	0	0	162
Added	0	0	0	0	0	0	0	0	0	0	0	0	1555
Total	0	0	0	0	0	0	0	0	0	0	0	0	1555

#45 SR-16 / Sunrise	0	0	0	0	0	0	0	0	0	0	0	0	2085
Base	0	0	0	0	0	0	0	0	0	0	0	0	160
Added	0	0	0	0	0	0	0	0	0	0	0	0	180
Total	0	0	0	0	0	0	0	0	0	0	0	0	180

Ione Casino
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Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
#46 SR-16 / Excelsior	19	45	60	9	136	75	111	562	182	102	304	18	1622
Base	0	0	2	1	0	0	0	45	0	2	49	1	1000
Added	19	45	62	10	136	75	111	607	182	104	353	19	1722
Total	19	45	62	10	136	75	111	607	182	104	353	19	1722
#47 SR-16 / Bradshaw	62	653	43	346	1119	489	268	525	77	55	291	122	4051
Base	0	0	2	6	0	0	0	37	0	2	40	6	93
Added	62	653	45	352	1119	489	268	562	77	57	331	128	4144
Total	62	653	45	352	1119	489	268	562	77	57	331	128	4144
#101 SR-49 / Project Access	0	587	0	0	415	0	0	0	0	0	0	0	1002
Base	0	0	95	64	0	0	0	0	0	103	0	69	331
Added	0	587	0	0	415	0	0	0	0	103	0	69	1333
Total	0	587	0	0	415	0	0	0	0	103	0	69	1333
#174 SR-49 / Project Service Access	0	587	0	0	415	0	0	0	0	0	0	0	1002
Base	0	0	95	63	0	103	0	0	0	68	0	0	329
Added	0	587	0	0	415	0	0	0	0	68	0	0	1331
Total	0	587	0	0	415	0	0	0	0	68	0	0	1331
#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	159	0	68	172	0	462
Total	0	0	0	0	0	0	0	159	0	68	172	0	462

Ione Casino
Existing Plus Approved Plus Project D (2006) Friday
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Node Intersection	Northbound		Southbound		Eastbound		Westbound	
	L	T	R	L	T	R	L	T
6 SR-49 / Mille	27	152	0	0	96	4	3	0
7 SR-49 / Main	48	120	234	15	103	18	14	63
8 SR-49 / Popla	36	469	0	0	264	6	6	0
9 SR-49 / Empir	115	467	5	3	322	6	9	1
10 SR-49 / SR-16	195	0	85	0	0	0	0	308
23 SR-16 / SR-12	9	0	107	0	0	0	0	541
24 SR-16 / Latro	0	0	0	0	132	0	5	4
25 SR-104 (Prest)	105	190	136	33	207	31	24	19
26 SR-104 (Main)	174	6	11	2	7	16	32	183
28 SR-88 / SR-12	0	0	0	0	3	0	143	133
101 SR-49 / PROJE	0	587	0	0	415	0	0	0
174 SR-49 / PROJE	0	587	0	0	415	0	0	0

Ione Casino
Existing Plus Approved Plus Project D (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	201	0	0	141	4	3	0	11	0	0	0
7 SR-49 / Main-	57	169	235	15	148	18	14	63	52	111	53	13
8 SR-49 / Poplar	39	528	0	0	319	6	6	0	43	0	0	0
9 SR-49 / Empire	122	529	5	3	379	6	9	1	98	1	6	2
10 SR-49 / SR-16	195	0	96	0	0	0	0	455	335	158	372	0
23 SR-16 / SR-12	9	0	175	0	0	0	0	620	18	124	452	0
24 SR-16 / Latrobe	0	0	0	132	0	5	4	478	0	0	300	89
25 SR-104 (Prest)	105	190	202	35	207	31	24	19	76	206	17	24
26 SR-104 (Main)	239	6	11	2	7	16	32	184	292	3	137	3
28 SR-88 / SR-12	0	0	0	3	0	210	195	391	0	0	286	2
101 SR-49 / Proje	0	587	95	64	415	0	0	0	0	103	0	69
174 SR-49 / Proje	0	682	63	0	518	0	0	0	0	68	0	0

Ione Casino
Existing Plus Approved Plus Project D (2006) Friday
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	9.2	0.000	A	9.6	0.000	+ 0.385 D/V
# 7 SR-49 / Main-Fiddletown	C	21.7	0.000	D	30.4	0.000	+ 8.713 D/V
# 8 SR-49 / Poplar	B	11.1	0.000	B	11.8	0.000	+ 0.703 D/V
# 9 SR-49 / Empire	C	22.7	0.000	D	27.1	0.000	+ 4.375 D/V
# 10 SR-49 / SR-16	D	31.3	0.000	F	111.6	0.000	+80.265 D/V
# 23 SR-16 / SR-124	B	14.3	0.000	C	18.1	0.000	+ 3.842 D/V
# 24 SR-16 / Latrobe (Anador)	C	18.1	0.000	C	23.9	0.000	+ 5.796 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	55.0	0.000	F	168.9	0.000	+113.874 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C	20.6	0.000	D	30.7	0.000	+10.135 D/V
# 28 SR-88 / SR-124	B	11.6	0.000	B	12.6	0.000	+ 0.970 D/V
#101 SR-49 / Project Access	A	0.0	0.000	E	36.8	0.000	+36.818 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	E	38.5	0.000	+38.525 D/V

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

Signal Warrant Summary Report

Intersection	Base	Future
# 6 SR-49 / Miller Way	Met	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 / 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	???	No
#174 SR-49 / Project Service Access	???	No

Ione Casino
 Existing Plus Approved Plus Project D (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	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.:	30 223	0 0 156	5 3 0 13	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.6	xxxxxx

Signal Warrant Rule #1: [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 volumes=16]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=430]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

Lone Casino
Existing Plus Approved Plus Project D (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 Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0
Final Vol.: 60 177 246 15 155 19 14 66 54 116 56 13
ApproachDel: xxxxxx xxxxxx 15.4 30.4

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=134]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=991]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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 Uncontrolled Stop Sign Stop Sign
Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
Final Vol.: 41 568 0 0 343 7 7 0 46 0 0 0
ApproachDel: xxxxxx xxxxxx 11.8 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=1012]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Lone Casino
Existing Plus Approved Plus Project D (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 Stop Sign Stop Sign
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0
Final Vol.: 60 177 246 15 155 19 14 66 54 116 56 13
ApproachDel: xxxxxx xxxxxx 15.4 30.4

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=134]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=991]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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 Uncontrolled Stop Sign Stop Sign
Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
Final Vol.: 41 568 0 0 343 7 7 0 46 0 0 0
ApproachDel: xxxxxx xxxxxx 11.8 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=1012]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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

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*****
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  Uncontrolled  Stop Sign
Lanes:     0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0
Final Vol.: 130 562 6 3 402 7 10 1 104 1 7 2
ApproachDel:  xxxxxx      xxxxxx      13.8          27.1
*****
Approach[eastbound] (lanes=2) [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.4)
Signal Warrant Rule #2: (vehicle-hours=0.4)
Signal Warrant Rule #3: (vehicle-hours=0.4)
SIGNAL - Vehicle-hours less than 5 for two or more lane approach.
SIGNAL - Vehicle-hours less than 4 for one lane approach.
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=4) [total volume=1235]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.
*****

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Approach[westbound] (lanes=1) [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=0.1)
SIGNAL - Vehicle-hours less than 4 for one lane approach.
FAIL - Vehicle-hours less than 4 for one lane approach.
SIGNAL - Vehicle-hours less than 4 for one lane approach.
SIGNAL - 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=1235]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.
*****

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

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*****
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 0 1 0 1 1 0 1 0 0
Final Vol.: 202 0 99 0 0 0 0 0 0 0 472 347 164 386 0
ApproachDel: 111.6      xxxxxx      xxxxxx      xxxxxx
*****
Approach[northbound] (lanes=2) [control=Stop]
Signal Warrant Rule #1: (vehicle-hours=9.3)
Signal Warrant Rule #2: (approach volume=301)
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume >= 150 for two or more lane approach.
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) [total volume=1670]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.
*****

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Ione Casino
Existing Plus Approved Plus Project D (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 0 180	0 0 0 0	0 641 18	128 467 0
ApproachDel:	18.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=2] (control=Stop)
 Signal Warrant Rule #1: {vehicle-hours=1.0}
 FAIL - Vehicle-hours less than 5 for two or more lane approach.
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: {approach count=3} {total volume=1444}
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project D (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 0 1 0 0	0 1 0 0 0	0 0 0 1 0
Final Vol.:	0 0 0 0	138 0 5	4 499 0	0 314 93
ApproachDel:	xxxxxx	23.9	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.
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: {approach count=3} {total volume=1053}
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Existing Plus Approved Plus Project D (2006) Friday
PM Peak Hour

 Lone 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 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
 Final Vol.: 111 201 213 37 218 33 25 20 80 217 18 25
 ApproachDel: xxxxxx 16.9

 Approach[westbound] [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=1199]
 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=12.2]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=260]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1199]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Existing Plus Approved Plus Project D (2006) Friday
PM Peak Hour

 Lone 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 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0
 Final Vol.: 254 7 12 2 8 17 34 195 310 3 145 3
 ApproachDel: 30.7 11.7 xxxxxx

 Approach[northbound] [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=273]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=990]
 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=990]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

lone Casino
Existing Plus Approved Plus Project D (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 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 0 228 211 424 0 0 310 2
 ApproachDel: xxxxxx 12.6 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=231)
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=3) (total volume=1178)
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

lone Casino
Existing Plus Approved Plus Project D (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 Uncontrolled Uncontrolled
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1
 Final Vol.: 0 624 101 68 441 0 0 0 0 0 0 0 109 0 73
 ApproachDel: xxxxxx xxxxxx

 Approach(westbound) [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=183)
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: (approach count=3) (total volume=1416)
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
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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 0 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1
Final Vol.: 0 725 67 0 0 550 0 0 0 0 0 0 0 72 0 0 0
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 38.5

Approach(westbound) [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=72]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=144]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project D (2006) Friday
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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 [9.6]
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
Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 0 1 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: 1.04
Initial Bse: 27 152 0 0 96 4 3 0 11 0 0 0
Added Vol: 0 49 0 0 45 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 27 201 0 0 141 4 3 0 11 0 0 0
User Adj: 1.00
PHF Adj: 0.90
PHF Volume: 30 223 0 0 156 5 3 0 13 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 30 223 0 0 156 5 3 0 13 0 0 0
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx
Followupprim: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Conflict Vol: 161 xxxxx xxxxx xxxxx xxxxx 441 xxxxx 158 xxxxx xxxxx xxxxx
Potential Cap.: 1383 xxxxx xxxxx xxxxx xxxxx 577 xxxxx 892 xxxxx xxxxx xxxxx
Move Cap.: 1383 xxxxx xxxxx xxxxx xxxxx 568 xxxxx 892 xxxxx xxxxx xxxxx
Volume/Cap: 0.02 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
Stopped Del: 7.7 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 StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
ApproachDel: xxxxxx xxxxxx 9.6
ApproachLOS: A

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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 (27.1)

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 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 Base: 115 467 5 3 322 6 9 1 92 1 6 2
Added Vol: 7 62 0 0 57 0 0 0 0 6 0 0 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 122 529 5 3 379 6 9 1 98 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
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: 130 562 6 3 402 7 10 1 104 1 7 2
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 130 562 6 3 402 7 10 1 104 1 7 2
Critical Gap Module:
Critical Gap: 4.2 xxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2
FollowupTm: 2.3 xxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:
Conflict Vol: 409 xxx xxxxxx 568 xxx xxxxxx 1241 1239 406 1269 1240 565
Potential Cap.: 1118 xxx xxxxxx 975 xxx xxxxxx 153 177 649 142 177 528
Move Cap.: 1118 xxx xxxxxx 975 xxx xxxxxx 133 154 649 107 154 528
Volume/Cap: 0.12 xxx xxxxxx 0.00 xxx xxxxxx 0.07 0.01 0.16 0.01 0.04 0.00

Level Of Service Module:
Queue: 0.4 xxx xxxxxx 8.6 xxx xxxxxx 0.0 xxx xxxxxx 0.6 xxxxxx xxx xxxxxx
Stopped Del: 8.6 xxx xxxxxx 8.7 xxx xxxxxx xxxxxx xxxxxx 11.6 xxxxxx xxx xxxxxx
LOS by Move: A * A * A * A * B * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx 135 xxx xxxxxx xxx 173 xxxxxx
SharedQueue: xxx xxx xxxxxx xxx xxx xxxxxx 0.3 xxx xxxxxx xxx 0.2 xxxxxx
Shrd StpDel: xxxxxx xxx xxx xxxxxx 34.0 xxx xxxxxx xxxxxx 27.1 xxxxxx
Shared LOS: * * * * * D * * * * * D * * * * *
ApproachDel: xxxxxx * * * * * 13.8 B * * * * * 27.1 D * * * * *
ApproachLOS: *

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

Intersection #10 SR-49 / SR-16
Average Delay (sec/veh): 21.0 Worst Case Level Of Service: F(111.6)

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 0 0 1 0 0 0 0 0 0 0 0 1 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
Initial Base: 195 0 85 0 0 0 0 0 308 335 146 213 0
Added Vol: 0 0 11 0 0 0 0 0 147 0 12 159 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 195 0 96 0 0 0 0 0 455 335 158 372 0
User Adj: 1.00 1.00 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: 202 0 99 0 0 0 0 0 472 347 164 386 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 202 0 99 0 0 0 0 0 472 347 164 386 0
Critical Gap Module:
Critical Gap: 6.5 xxxxxx 6.3 xxxxxx xxx xxxxxx xxx xxxxxx 4.2 xxx xxxxxx
FollowupTm: 3.6 xxxxxx 3.4 xxxxxx xxx xxxxxx xxx xxxxxx 2.3 xxx xxxxxx

Capacity Module:
Conflict Vol: 1185 xxxxxx 472 xxx xxx xxxxxx xxx xxx xxxxxx 472 xxx xxxxxx
Potential Cap.: 203 xxxxxx 580 xxx xxx xxxxxx xxx xxx xxxxxx 1059 xxx xxxxxx
Move Cap.: 179 xxxxxx 580 xxx xxx xxxxxx xxx xxx xxxxxx 1059 xxx xxxxxx
Volume/Cap: 1.13 xxxxxx 0.17 xxx xxx xxxxxx xxx xxx xxxxxx 0.15 xxx xxxxxx
Level Of Service Module:
Queue: 10.3 xxxxxx 0.6 xxxxxx xxx xxxxxx xxx xxx xxxxxx 0.5 xxx xxxxxx
Stopped Del: 160.1 xxxxxx 12.5 xxxxxx xxx xxxxxx xxx xxx xxxxxx 9.0 xxx xxxxxx
LOS by Move: F * B *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
SharedQueue: xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
Shrd StpDel: xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx
Shared LOS: *
ApproachDel: 111.6 F *
ApproachLOS: *

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

Average Delay (sec/veh): 3.2 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 Uncontrolled Channel Uncontrolled
Flights: 1 0 0 0 1 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 1 0 1 0 1 0 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
Initial Bse: 9 0 107 0 0 0 0 541 18 50 367 0
Added Vol: 0 0 68 0 0 0 0 79 0 74 85 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 9 0 175 0 0 0 0 620 18 124 452 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 10 0 180 0 0 0 0 641 18 128 467 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 10 0 180 0 0 0 0 641 18 128 467 0

Critical Gap Module:
Critical Gp: 6.4 xxxxx
FollowUpTim: 3.5 xxxxx
Capacity Module:
Conflict Vol: 1364 xxxxx
Potential Cap.: 160 xxxxx
Move Cap.: 143 xxxxx
Volume/Cap: 0.07 xxxxx

Level of Service Module:
Queue: 0.2 xxxxx
Stopped Del: 32.0 xxxxx
LOS by Move: D
Movement: L - LTR - RT
Shared Cap.: xxxxx
Shared Queue: xxxxx
Shared StrpDel: xxxxx
Shared LOS: *
ApproachDel: 18.1
ApproachLOS: C

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

Average Delay (sec/veh): 3.3 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 Uncontrolled Channel Uncontrolled
Flights: 0
Lanes: 0

Volume Module:
Base Vol: 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
Initial Bse: 0 0 0 132 0 5 4 399 0 0 215 89
Added Vol: 0 0 0 0 0 0 0 79 0 0 85 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 132 0 5 4 478 0 0 300 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
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: 0 0 0 138 0 5 4 499 0 0 314 93
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 138 0 5 4 499 0 0 314 93

Critical Gap Module:
Critical Gp: xxxxx
FollowUpTim: xxxxx
Capacity Module:
Conflict Vol: xxxxx
Potential Cap.: xxxxx
Move Cap.: xxxxx
Volume/Cap: xxxxx

Level of Service Module:
Queue: xxxxx
Stopped Del: xxxxx
LOS by Move: *
Movement: LT - LTR - RT
Shared Cap.: xxxxx
Shared Queue: xxxxx
Shared StrpDel: xxxxx
Shared LOS: *
ApproachDel: xxxxx
ApproachLOS: C

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

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

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: D [30.7]

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 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 Fut., User Adj., PHF Adj., PHF Volume, Reduct Vol., Final Vol., Critical Gap, Followupprim, Capacity Module, Conflict Vol., Potent Cap., Move Cap., Volume/Cap., Level of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Cap., ShareQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

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

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

Average Delay (sec/veh): 39.4 Worst Case Level Of Service: F(168.9)

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: 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

Volume Module:

Table with 18 columns: Base Vol., Growth Adj., Initial Bse., Added Vol., PasserByVol., Initial Fut., User Adj., PHF Adj., PHF Volume, Reduct Vol., Final Vol., Critical Gap, Followupprim, Capacity Module, Conflict Vol., Potent Cap., Move Cap., Volume/Cap., Level of Service Module, Queue, Stopped Del, LOS by Move, Movement, Shared Cap., ShareQueue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS.

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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 [12.6]

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

Rights: Channel

Lanes: 0 0 0 0 1 0 0 0 1 0 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 Base: 0 0 0 3 0 143 133 388 0 0 283 2

Added Vol: 0 0 0 0 0 67 62 3 0 0 3 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 3 0 210 195 391 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 0 228 211 424 0 0 310 2

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 0 0 0 3 0 228 211 424 0 0 310 2

Critical Gap Module:

Critical Gp:xxxxx xxx xxxxx 6.5 xxxx 6.3 4.2 xxxx xxxxx xxxxx xxxx xxxx

FollowupTim:xxxxx xxx xxxxx 3.6 xxxx 3.4 2.3 xxxx xxxxx xxxxx xxxx xxxx

Capacity Module:

Conflict Vol: xxx xxx xxxxxx 1157 xxxx 311 313 xxxx xxxxx xxx xxx xxxxxx

Potent Cap.: xxx xxx xxxxxx 211 xxxx 715 1220 xxxx xxxxx xxx xxx xxxxxx

Move Cap.: xxx xxx xxxxxx 183 xxxx 715 1220 xxxx xxxxx xxx xxx xxxxxx

Volume/Cap: xxx xxx xxxxx 0.02 xxxx 0.32 0.17 xxxx xxxx xxx xxx xxxxxx

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: E [36.8]

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Include Stop Sign

Rights: Include

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

Initial Base: 0 587 0 0 415 0 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 0 0 95 64 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: 0 587 95 64 415 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: 0 624 101 68 441 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.: 0 624 101 68 441 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:

Critical Gp:xxxxx xxx xxxxx 4.2 xxxx xxxxx xxxxx xxxx xxxx

FollowupTim:xxxxx xxx xxxxx 2.3 xxxx xxxxx xxxxx xxxx xxxx

Capacity Module:

Conflict Vol: xxx xxx xxxxxx 725 xxxx xxxxx xxx xxx xxxxxx

Potent Cap.: xxx xxx xxxxxx 851 xxxx xxxxx xxx xxx xxxxxx

Move Cap.: xxx xxx xxxxxx 851 xxxx xxxxx xxx xxx xxxxxx

Volume/Cap: xxx xxx xxxxx 0.08 xxxx xxxx xxx xxx xxxxxx

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Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)
 Intersection #16 SR-49 / Pleasant Valley
 Cycle (sec): 100 Critical Vol./Cap. (X): 0.915
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/vehl): 25.5
 Optimal Cycle: 0 Level Of Service: D
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 1 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: 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 1.04
 Initial Bse: 103 0 166 0 0 0 0 0 402 187 216 253 0
 Added Vol: 10 0 38 0 0 0 0 0 9 36 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 113 0 204 0 0 0 0 0 402 196 252 253 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: 113 0 204 0 0 0 0 0 402 196 252 253 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 113 0 204 0 0 0 0 0 402 196 252 253 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.: 113 0 204 0 0 0 0 0 402 196 252 253 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 1.00 1.00
 Lanes: 0.36 0.00 0.64 0.00 0.00 0.00 0.00 0.67 0.33 1.00 1.00 1.00
 Final Sat.: 203 0 365 0 0 0 0 0 439 214 524 565 0
 Capacity Analysis Module:
 Vol/Sat: 0.56 xxxxx 0.56 xxxxx xxxxx xxxxx 0.92 0.48 0.45 xxxxx
 Crit Moves: ****
 Delay/Veh: 16.1 0.0 16.1 0.0 0.0 0.0 0.0 39.7 15.3 13.7 0.0
 AdjDel/Veh: 16.1 0.0 16.1 0.0 0.0 0.0 0.0 39.7 15.3 13.7 0.0
 LOS by Move: C + C + * * * * * E C B *
 ApproachDel: 16.1 xxxxxx 39.7
 Delay Adj: 1.00 xxxxxx 1.00
 ApprAdjDel: 16.1 xxxxxx 39.7
 LOS by Appr: C E B

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #1 SR-88 / Kettleman
 Cycle (sec): 0 Critical Vol./Cap. (X): 0.739
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/vehl): 28.3
 Optimal Cycle: 54 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Split Phase Split Phase
 Rights: Include Include Include Include Include
 Min. Green: 1 0 0 1 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 7
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 1 0 0 0 0 1 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
 Added Vol: 0 30 0 0 33 5 4 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 18 586 16 5 386 85 225 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: 18 586 16 5 386 85 225 84 26 14 62 6
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 18 586 16 5 386 85 225 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.: 18 586 16 5 386 85 225 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 0.92 0.93 0.93 0.93 0.93 0.95 0.95 0.95
 Lanes: 1.00 0.97 0.03 1.00 0.82 0.18 0.67 0.25 0.08 0.17 0.75 0.08
 Final Sat.: 1702 1738 46 1702 1427 316 1187 440 137 302 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 0.89 0.89 0.06 0.71 0.71 0.89 0.89 0.89 0.35 0.35 0.35
 Delay/Veh: 25.3 29.5 29.5 24.4 18.0 18.0 42.5 42.5 42.5 22.3 22.3 22.3
 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: 25.3 29.5 29.5 24.4 18.0 18.0 42.5 42.5 42.5 22.3 22.3 22.3
 HCM2kAvg: 0 14 12 0 8 8 9 9 9 2 2 2

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

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

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #40 SR-16 / Stone House
 Cycle (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
 Loss Time (sec): 0 Critical Vol./Cap. (X): 0.677
 Optimal Cycle: 46 Level of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: 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 68 106 187 625 107 272 272 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 78 0 0 0 84 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 92 122 34 34 71 111 195 731 112 28 368 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 71 111 195 731 112 28 368 34
 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.: 92 122 34 34 71 111 195 731 112 28 368 34
 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 1665 156
 Capacity Analysis Module:
 Vol/Sat: 0.05 0.06 0.02 0.02 0.04 0.07 0.11 0.40 0.07 0.02 0.22 0.22
 Crit Moves: ****
 Green/Cycle: 0.07 0.15 0.22 0.07 0.15 0.33 0.17 0.46 0.52 0.07 0.35 0.35
 Volume/Cap: 0.78 0.42 0.10 0.29 0.25 0.21 0.64 0.87 0.14 0.25 0.64 0.64
 Delay/Veh: 48.9 18.7 14.5 21.9 17.6 11.4 22.0 20.8 5.7 21.6 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: 48.9 18.7 14.5 21.9 17.6 11.4 22.0 20.8 5.7 21.6 14.8 14.8
 HCM2KAVG: 3 2 0 1 1 1 4 13 1 1 6 6

Level of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #40 SR-16 / Stone House
 Cycle (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.3
 Loss Time (sec): 0 Critical Vol./Cap. (X): 0.677
 Optimal Cycle: 46 Level of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected
 Rights: 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: 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 71 0 4 14 889 0 0 423 39
 Added Vol: 0 0 0 0 0 0 0 78 0 0 0 84 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 71 0 4 14 967 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 71 0 4 14 967 0 0 0 0 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 0 0 0 71 0 4 14 967 0 0 0 0 0
 Critical Gap Module:
 Critical Gap:xxxxx xxx xxxxxx 6.4 xxx 6.2 4.1 xxx xxxxxx xxx xxx
 FollowupPrim:xxxxx xxx xxxxxx 3.5 xxx 3.3 2.2 xxx xxxxxx xxx xxx
 Capacity Module:
 Conflict Vol: xxx xxx xxxxxx 1520 xxx 526 546 xxx xxxxxx xxx xxx
 Potent Cap.: xxx xxx xxxxxx 132 xxx 555 1018 xxx xxxxxx xxx xxx
 Move Cap.: xxx xxx xxxxxx 131 xxx 555 1018 xxx xxxxxx xxx xxx
 Volume/Cap: xxx xxx xxxxxx 0.54 xxx 0.01 0.01 xxx xxx xxx xxx
 Level of Service Module:
 Queue: xxxxxx xxx xxxxxx 2.6 xxx 0.0 0.0 xxx xxxxxx xxx xxx
 LOS by Move: * * * * * F * B 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
 SharedQueue:xxxxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx
 Shared LOS: *
 Shared StpDel:xxxxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx
 ApproachDel: * * * * * 58.6 *
 ApproachLOS: * * * * * F *
 ApproachLOS: *

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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #41 SR-16 / Layrobe (Sac)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: E (41.6)
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
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: Stop Sign Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 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 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 5 0 2 5 0 26 33 864 13 2 463 8
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: 5 0 2 5 0 26 33 942 13 2 547 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 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 0 2 5 0 26 33 942 13 2 547 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 5 0 2 5 0 26 33 942 13 2 547 8

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

Capacity Module:
Conflict Vol: 1583 xxxxx 948 1571 xxxxx 551 555 xxxxx xxxxx 954 xxxxx xxxxx
Potential Cap.: 89 xxxxx 319 91 xxxxx 538 1010 xxxxx xxxxx 716 xxxxx xxxxx
Move Cap.: 82 xxxxx 319 87 xxxxx 538 1010 xxxxx xxxxx 716 xxxxx xxxxx
Volume/Cap: 0.06 xxxxx 0.01 0.06 xxxxx 0.05 0.03 xxxxx xxxxx 0.00 xxxxx xxxxx

Level of Service Module:
Queue: xxxxx xxxxx 0.0 xxxxx xxxxx 0.2 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxxxx 16.4 xxxxx xxxxx 12.0 8.7 xxxxx xxxxx 10.0 xxxxx xxxxx
LOS By Move: * * * * * B A * * * * * B * * * * *

Shared Cap.: 82 xxxxx xxxxx 87 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue: 0.2 xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 51.8 xxxxx xxxxx 48.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: F * * * * * E * * * * * C * * * * *
ApproachDel: 41.6
ApproachLOS: E

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.10 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: 0.12 0.00 0.12 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
Volume/Cap: 0.83 0.00 0.83 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
Delay/Veh: 52.8 0.0 52.8 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
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: 52.8 0.0 52.8 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
HCM2kAVG: 6 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #41 SR-16 / Layrobe (Sac)

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: E (41.6)
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.4
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: Stop Sign Uncontrolled Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 1 0 0 1 0 0 1 0 0 1 0 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 1.04 1.04 1.04 1.04 1.04 1.04
Initial Base: 5 0 2 5 0 26 33 864 13 2 463 8
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: 5 0 2 5 0 26 33 942 13 2 547 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 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 0 2 5 0 26 33 942 13 2 547 8
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 5 0 2 5 0 26 33 942 13 2 547 8

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

Capacity Module:
Conflict Vol: 1583 xxxxx 948 1571 xxxxx 551 555 xxxxx xxxxx 954 xxxxx xxxxx
Potential Cap.: 89 xxxxx 319 91 xxxxx 538 1010 xxxxx xxxxx 716 xxxxx xxxxx
Move Cap.: 82 xxxxx 319 87 xxxxx 538 1010 xxxxx xxxxx 716 xxxxx xxxxx
Volume/Cap: 0.06 xxxxx 0.01 0.06 xxxxx 0.05 0.03 xxxxx xxxxx 0.00 xxxxx xxxxx

Level of Service Module:
Queue: xxxxx xxxxx 0.0 xxxxx xxxxx 0.2 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx
Stopped Del: xxxxx xxxxx 16.4 xxxxx xxxxx 12.0 8.7 xxxxx xxxxx 10.0 xxxxx xxxxx
LOS By Move: * * * * * B A * * * * * B * * * * *

Shared Cap.: 82 xxxxx xxxxx 87 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue: 0.2 xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: 51.8 xxxxx xxxxx 48.7 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: F * * * * * E * * * * * C * * * * *
ApproachDel: 41.6
ApproachLOS: E

Capacity Analysis Module:
Vol/Sat: 0.10 0.00 0.10 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: 0.12 0.00 0.12 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
Volume/Cap: 0.83 0.00 0.83 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
Delay/Veh: 52.8 0.0 52.8 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
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: 52.8 0.0 52.8 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
HCM2kAVG: 6 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

 Intersection #45 SR-16 / Sunrise

 Cycle (sec): 0 Critical Vol./Cap. (X): 0.870
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.0
 Optimal Cycle: 94 Level Of Service: D

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Protected Protected Protected
 Rights: Include Include Include Include Include Include
 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
 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
 Added Vol: 0 0 4 18 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 4 329 61 346 831 118 83 528 22 41 306 191
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 4 329 61 346 831 118 83 528 22 41 306 191
 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
 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 61 346 831 118 83 528 22 41 306 191
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj/Adjustment: 0.95 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lanes: 1.00 0.84 0.16 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 1563 292 1805 1900 1615 1702 1792 1523 1702 1792 1523
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.21 0.21 0.19 0.44 0.07 0.05 0.29 0.01 0.02 0.17 0.13
 Crit Moves: ****
 Green/Cycle: 0.03 0.27 0.27 0.25 0.48 0.56 0.08 0.33 0.36 0.03 0.28 0.52
 Volume/Cap: 0.07 0.78 0.78 0.78 0.91 0.13 0.61 0.91 0.04 0.75 0.61 0.24
 Delay/Veh: 44.7 39.6 39.6 41.8 34.8 9.8 50.0 48.1 19.7 88.1 31.8 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: 44.7 39.6 39.6 41.8 34.8 9.8 50.0 48.1 19.7 88.1 31.8 12.3
 HCM2EAvg: 0 12 12 12 26 2 4 19 0 3 8 3

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

 Intersection #46 SR-16 / Excelsior

 Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F(xxxx)

 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 Stop Sign Stop Sign
 Rights: Include Include Include Include Include Include
 Lanes: 0 0 1 1 0 0 0 0 1 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: 1.04 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 2 1 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 19 45 62 10 136 75 111 607 182 104 353 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 75 111 607 182 104 353 19
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 19 45 62 10 136 75 111 607 182 104 353 19
 Critical Gap Module:
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 xxxx xxxx 4.2 xxxx xxxx
 FollowUpPrm: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxx xxxx 2.3 xxxx xxxx
 Capacity Module:
 Conflict Vol: 1596 1590 698 1544 1581 362 372 xxxx xxxx 789 xxxx xxxx
 Potent Cap: 87 123 444 95 110 687 1165 xxxx xxxx 814 xxxx xxxx
 Move Cap: 0 97 444 44 87 687 1165 xxxx xxxx 814 xxxx xxxx
 Volume/Cap: xxxx 0.46 0.14 0.23 1.56 0.11 0.10 xxxx xxxx 0.13 xxxx xxxx
 Level Of Service Module:
 Queue: xxxxx xxxx xxxx xxxx xxxx 0.3 xxxx xxxx 0.4 xxxx xxxx
 Stopped Del:xxxx xxxx xxxx xxxx xxxx 8.4 xxxx xxxx 10.1 xxxx xxxx
 LOS by Move: * * * * *
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
 Shared Cap: xxxx 0 xxxx xxxx 116 xxxx xxxx xxxx xxxx xxxx
 Shared Queue:xxxx xxxx xxxx xxxx 17.8 xxxx xxxx xxxx xxxx xxxx
 Shared StpDel:xxxx xxxx xxxx xxxx 502 xxxx xxxx xxxx xxxx xxxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx 502.4
 ApproachLOS: F F

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Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 SR-16 / Bradshaw
 Critical Vol./Cap. (X): 0.856
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 35.0
 Optimal Cycle: 87 Level Of Service: C

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

Control: Protected Protected Protected Protected Protected Protected
 Rights: 3 Include
 Min. Green: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 1
 Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 1 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
 Initial Bse: 62 653 43 346 1119 489 268 525 77 55 291 122
 Added Vol: 0 0 2 6 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 62 653 45 352 1119 489 268 562 77 57 331 128
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 62 653 45 352 1119 489 268 562 77 57 331 128
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 62 653 45 352 1119 489 268 562 77 57 331 128
 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
 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.: 62 653 45 352 1119 489 268 562 77 57 331 128

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.95 0.94 0.95 0.95 0.85 0.85 0.90 0.94 0.80 0.90 0.94 0.80
 Lanes: 1.00 1.87 0.13 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Sat.: 1805 J344 230 1805 J344 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:
 Vol/Sat: 0.03 0.20 0.20 0.19 0.31 0.30 0.16 0.31 0.05 0.03 0.18 0.08
 Crit Moves: ****
 Green/Cycle: 0.03 0.23 0.23 0.23 0.42 0.61 0.19 0.37 0.40 0.04 0.22 0.45
 Volume/Cap: 0.99 0.86 0.86 0.86 0.74 0.50 0.84 0.86 0.13 0.86 0.84 0.19
 Delay/Veh: 152.4 41.1 41.1 48.2 23.0 10.0 52.3 36.1 16.5 104.0 47.8 14.7
 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: 152.4 41.1 41.1 48.2 23.0 10.0 52.3 36.1 16.5 104.0 47.8 14.7
 HCM2kAVG: 4 12 12 13 14 8 10 17 1 4 11 2

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

Forecast for 2006 Alt D Saturday

Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
1	Ione Casino-	1.00	Ione Casino	319.00	294.00	319	294	613 100.0
	Zone 1 Subtotal					319	294	613 100.0
TOTAL						319	294	613 100.0

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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							

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Turning Movement Report

2006 Alt D Saturday

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	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	23	0	23
Total	0	0	23	0	23
#2 Main / Sherwood					
Base	0	0	0	0	0
Added	4	0	0	0	4
Total	4	0	0	0	4
#3 Main / Empire					
Base	0	0	0	0	0
Added	3	0	0	0	3
Total	3	0	0	0	3
#4 Main / Poplar					
Base	0	0	0	0	0
Added	3	0	0	0	3
Total	3	0	0	0	3
#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	13	164	0	0	177
Added	0	60	0	0	60
Total	13	224	0	0	237
#7 SR-49 / Main-Fiddletown					
Base	40	100	117	13	270
Added	11	60	1	0	72
Total	51	160	118	13	342
#8 SR-49 / Poplar					
Base	27	306	0	0	333
Added	3	73	0	0	76
Total	30	379	0	0	409
#9 SR-49 / Empire					
Base	54	303	3	1	361
Added	8	76	0	0	84
Total	62	379	3	1	445

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

#10 SR-49 / SR-16

Base	265	0	0	0	0	151	171	175	218	0	1087
Added	0	0	16	0	0	211	0	15	195	0	437
Total	265	0	16	0	0	362	171	190	413	0	1524

#11 SR-49 / Main (Drytown)

Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	16	0	0	15	0	0	0	0	0	31
Total	0	16	0	0	15	0	0	0	0	0	31

#12 SR-49 / Water-Amador Creek

Base	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	0	0	6	0	0	0	12
Total	6	0	0	0	0	0	6	0	0	0	12

#13 SR-49 / Gopher Flat

Base	0	0	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	0	5	0	1	0	11
Total	5	0	0	0	0	0	5	0	1	0	11

#14 SR-49 / Eureka

Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	0	5	0	0	0	0	0	10
Total	0	5	0	0	5	0	0	0	0	0	10

#15 SR-49 / Church

Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	0	0	5	0	0	0	0	0	10
Total	0	5	0	0	5	0	0	0	0	0	10

#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	8	4	4	0	0	0	0	24
Total	0	8	0	8	4	4	0	0	0	0	24

#17 SR-49 / Jackson Gate-Ione Martell

Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	8	0	0	7	0	0	0	0	0	15
Total	0	8	0	0	7	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	0	7	0	0	0	0	0	0	8
Total	0	0	0	7	0	0	0	0	0	0	8

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

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	0	0
Added	0	8	0	0	7	0	0	0	0	0	15
Total	0	8	0	0	7	0	0	0	0	0	15

#20 SR-49 / Hoffman

Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	7	0	0	0	0	0	14
Total	0	7	0	0	7	0	0	0	0	0	14

#21 SR-49 / Main (Jackson)

Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	1	6	0	0	0	0	0	15
Total	0	7	0	1	6	0	0	0	0	0	15

#22 SR-49 / SR-88 (South)

Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	5	0	0	0	0	0	11
Total	0	6	0	0	5	0	0	0	0	0	11

#23 SR-16 / SR-124

Base	10	0	57	0	0	0	0	268	17	40	441
Added	0	0	98	0	0	0	0	113	0	90	104
Total	10	0	155	0	0	0	0	381	17	130	545

#24 SR-16 / Latrobe (Amador)

Base	0	0	0	68	0	4	4	220	0	290	120
Added	0	0	0	0	0	0	0	113	0	104	0
Total	0	0	0	68	0	4	4	333	0	394	120

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

Base	113	164	84	21	149	15	19	22	66	96	50
Added	0	0	95	3	0	0	0	0	0	88	0
Total	113	164	179	24	149	15	19	22	66	184	50

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

Base	108	6	11	2	3	8	3	161	148	15	196
Added	94	0	0	0	0	0	0	1	87	0	1
Total	202	6	11	2	3	8	3	162	235	15	197

#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	4	0
Total	0	0	0	0	0	0	0	4	0	4	0

Ione Casino												
Existing Plus Approved Plus Project D (2006) Saturday												
PM Peak Hour												
Volume	Northbound	Southbound	Eastbound	Westbound	Total	Volume	Northbound	Southbound	Eastbound	Westbound	Total	
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
#28 SR-88 / SR-124												
Base	0	0	0	2	0	108	81	274	0	0	319	2
Added	0	0	0	0	0	82	89	4	0	0	4	0
Total	0	0	0	2	0	190	170	278	0	0	323	2
#29 SR-88 / SR-12 (North)												
Base	0	0	0	58	0	370	361	248	0	0	266	63
Added	0	0	0	0	0	69	75	0	0	0	0	144
Total	0	0	0	58	0	439	436	248	0	0	266	63
#30 SR-88 / SR-12 (South)												
Base	16	560	1	3	418	245	283	1	25	1	0	3
Added	0	50	0	0	46	19	21	0	0	0	0	0
Total	16	610	1	3	464	264	304	1	25	1	0	3
#31 SR-88 / Kettleman												
Base	23	421	4	5	343	81	162	40	21	9	50	3
Added	0	43	0	0	40	6	6	0	0	0	0	0
Total	23	464	4	5	383	87	168	40	21	9	50	3
#32 SR-12 / SR-99 SB Ramps												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	2	0	17	1	0
Total	0	0	0	0	0	0	0	2	0	17	1	0
#33 SR-12 / SR-99 NB Ramps												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	19	0	0	0	0	2	0	0	19	0
Total	0	0	19	0	0	0	0	2	0	0	19	0
#34 Kettleman / SR-99 SB Ramps												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	5	0	11	0	0	5	0	21
Total	0	0	0	0	5	0	11	0	0	5	0	21
#35 Kettleman / SR-99 NB Ramps												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	5	6	0	5	0
Total	0	0	0	0	0	0	0	5	6	0	5	0
#36 SR-49 / Pleasant Valley												
Base	135	0	182	0	0	0	0	236	124	144	201	0
Added	12	0	47	0	0	0	0	0	13	51	0	0
Total	147	0	229	0	0	0	0	236	137	195	201	0

Ione Casino												
Existing Plus Approved Plus Project D (2006) Saturday												
PM Peak Hour												
Volume	Northbound	Southbound	Eastbound	Westbound	Total	Volume	Northbound	Southbound	Eastbound	Westbound	Total	
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
#37 SR-16 / Ione												
Base	69	0	4	0	0	0	0	228	88	3	276	0
Added	0	0	0	0	0	113	0	0	0	0	104	0
Total	69	0	4	0	0	113	0	0	0	0	380	0
#38 SR-16 / Murietta South Pkwy												
Base	0	1	0	3	0	74	118	313	1	0	348	17
Added	0	0	0	0	0	0	0	112	0	0	104	0
Total	0	1	0	3	0	74	118	425	1	0	452	17
#39 SR-16 / Murietta Pkwy												
Base	84	105	41	27	101	119	145	335	78	37	359	23
Added	0	0	0	0	0	0	0	112	0	0	104	0
Total	84	105	41	27	101	119	145	447	78	37	463	23
#40 SR-16 / Stone House												
Base	0	0	0	50	0	6	5	511	0	0	519	34
Added	0	0	0	0	0	0	0	112	0	0	104	0
Total	0	0	0	50	0	6	5	623	0	0	623	34
#41 SR-16 / Latrobe (Sac)												
Base	7	0	1	1	0	14	11	533	4	3	538	3
Added	0	0	0	0	0	0	0	112	0	0	104	0
Total	7	0	1	1	0	14	11	645	4	3	642	3
#42 SR-16 / Dillard												
Base	84	0	53	0	0	0	0	477	81	58	487	0
Added	0	0	2	0	0	0	0	111	0	1	102	0
Total	84	0	55	0	0	0	0	588	81	59	589	0
#43 SR-16 / Sloughhouse												
Base	0	0	37	0	0	0	0	625	3	30	602	0
Added	0	0	0	0	0	0	0	111	0	0	102	0
Total	0	0	37	0	0	0	0	736	3	30	704	0
#44 SR-16 / Grant Line												
Base	1	102	31	28	81	38	19	484	3	52	486	41
Added	0	0	11	0	0	0	0	100	0	10	92	0
Total	1	102	42	28	81	38	19	584	3	62	578	41
#45 SR-16 / Sunrise												
Base	6	196	33	234	252	63	54	245	9	32	304	209
Added	0	0	6	25	0	0	0	69	0	5	63	23
Total	6	196	39	259	252	63	54	314	9	37	367	232

 Ione Casino
 Existing Plus Approved Plus Project D (2006) Saturday
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 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	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 / Poplar	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	68	0	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	0	0	2	0	108	81	274	0	319
101 SR-49 / Proje	0	360	0	0	0	0	0	532	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 D (2006) Saturday
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#46 SR-16 / Excelsior	22	32	27	19	53	69	63	258	53	20	341	7	964
Base	0	0	3	1	0	0	0	65	0	3	60	1	133
Added	22	32	24	18	53	69	63	258	53	17	381	6	1031
Total	22	32	30	20	53	69	63	323	53	23	401	8	1097
#47 SR-16 / Bradshaw	52	442	34	160	559	84	101	243	53	43	295	142	2208
Base	0	0	3	8	0	0	0	53	0	3	49	8	124
Added	52	442	31	168	559	84	101	296	53	46	344	150	2332
Total	52	442	37	168	559	84	101	296	53	46	344	150	2332
#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	228	0	84	210	0	613
Total	0	0	0	0	0	0	0	228	0	84	210	0	613

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

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

Impact Analysis Report
 Level Of Service

Intersection Volume Report
 Future Volume Alternative

Intersection	Base Del/ LOS Veh C	Future Del/ LOS Veh C	Change in
# 6 SR-49 / Miller Way	A 9.0 0.000	A 9.4 0.000	+ 0.412 D/V
# 7 SR-49 / Main-Fiddletown	C 18.4 0.000	D 28.3 0.000	+ 9.891 D/V
# 8 SR-49 / Poplar	B 11.0 0.000	B 11.9 0.000	+ 0.921 D/V
# 9 SR-49 / Empire	C 23.9 0.000	D 32.7 0.000	+ 8.760 D/V
# 10 SR-49 / SR-16	E 37.6 0.000	F 227.5 0.000	+189.907 D/V
# 23 SR-16 / SR-124	B 11.3 0.000	B 13.8 0.000	+ 2.454 D/V
# 24 SR-16 / Latrobe (Amador)	B 14.2 0.000	C 18.4 0.000	+ 4.173 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	E 35.6 0.000	F 136.3 0.000	+100.674 D/V
# 26 SR-104 (Main) / SR-124 (Church)	C 15.9 0.000	C 24.0 0.000	+ 8.070 D/V
# 28 SR-88 / SR-124	B 11.4 0.000	B 12.6 0.000	+ 1.183 D/V
#101 SR-49 / Project Access	A 0.0 0.000	F 51.6 0.000	+51.600 D/V
#174 SR-49 / Project Service Access	A 0.0 0.000	E 47.0 0.000	+47.008 D/V

Node Intersection	Northbound		Southbound		Eastbound		Westbound		
	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	13	224	0	0	166	4	1	0	19
7 SR-49 / Main-	51	160	118	13	149	16	18	39	42
8 SR-49 / Popla	30	379	0	0	398	4	5	0	40
9 SR-49 / Empir	62	379	3	1	434	10	19	0	187
10 SR-49 / SR-16	265	0	121	0	0	0	0	362	171
23 SR-16 / SR-12	10	0	155	0	0	0	0	381	17
24 SR-16 / Latro	0	0	0	68	0	4	4	333	0
25 SR-104 (Prest	113	164	179	24	149	15	19	22	66
26 SR-104 (Main)	202	6	11	2	3	8	3	162	235
28 SR-88 / SR-12	0	0	0	2	0	190	170	278	0
101 SR-49 / Proje	0	160	136	92	532	0	0	0	126
174 SR-49 / Proje	0	496	91	0	658	0	0	0	84

 Ione Casino
 Existing Plus Approved Plus Project D (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 0 0 0 0 0 0 0
 Final Vol.: 14 242 0 0 180 5 1 0 20 0 0 0
 ApproachDel: xxxxxx xxxxxx 9.4 xxxxxx
 Signal Warrant Rule #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 volumes=21]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=461]
 FAIL - Total volume less than 650 for intersection
 with less than four approaches.

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

 Signal Warrant Summary Report

 Intersection Base Met Future
 # 6 SR-49 / Miller Way Met 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 ??? No
 #174 SR-49 / Project Service Access ??? No

Ione Casino
Existing Plus Approved Plus Project D (2006) 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 0 1 1 0 0
Final Vol.: 52 163 120 13 151 16 18 39 43 166 83 15
ApproachDel: xxxxxx 12.9 -----

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=101]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=880]
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=2.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=264]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=880]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project D (2006) 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 0 1 0 0 0
Final Vol.: 32 402 0 0 0 421 4 6 0 42 0 0 0 0 0
ApproachDel: xxxxxx 11.9 -----

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=47]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=906]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project D (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 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.: 69 418 3 1 478 12 21 0 206 3 2 0 0
ApproachDel: xxxxxx xxxxxx 15.4 32.7
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=226]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1213]
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=1213]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project D (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 0 125 0 0 0 0 0 0 373 176 196 426 0
ApproachDel: 227.5 xxxxxx xxxxxx
Approach(northbound)[lanes=2][control=Stop]
Signal Warrant Rule #1: (vehicle-hours=25.2)
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=398]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1570]
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=25.2)
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=398]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1570]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
 Existing Plus Approved Plus Project D (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					
	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lanes:	11	0	168	0	0	0	0	413	18	140	590	0	1	0	1
ApproachDel:	13.8			xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach(northbound) [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=180]
 SUCCEED - Approach volume >= 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1340]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
 Existing Plus Approved Plus Project D (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		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	0	0	0	0	0	0	0	1	0	0	0	0
Lanes:	0	0	0	0	72	0	4	352	0	0	417	127
ApproachDel:	xxxxxx			18.4			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=977]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project D (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 11 0 0 0 0 11 0 0 0 0 11 0 0 0 0 11 0 0
 Final Vol.: 126 183 199 27 166 16 21 24 73 205 56 24
 ApproachDel: xxxxxx 16.1 xxxxxx 136.3
 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=1120]
 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=10.8]
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=285]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=1120]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project D (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 11 0 0 0 0 11 0 0 0 0 11 0 0 0 0 11 0 0
 Final Vol.: 221 7 13 2 3 9 3 177 258 16 216 1
 ApproachDel: 24.0 xxxxxx 11.6 xxxxxx
 Approach[northbound] [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=241]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=4] [total volume=928]
 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=928]
 SUCCEED - Total volume greater than or equal to 800 for intersection
 with four or more approaches.

Ione Casino
Existing Plus Approved Plus Project D (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		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	0	0	0	0	1	0	0	1	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0
Final Vol.:	0	0	0	2	0	203	182	297	0	0	345	2
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[southbound] (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=205}
SUCCESS - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: {approach count=3} | {total volume=1032}
SUCCESS - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Ione Casino
Existing Plus Approved Plus Project D (2006) Saturday
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		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	0	0	0	0	1	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	0	0	0	0	0
Final Vol.:	0	397	150	101	586	0	0	0	0	0	139	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[westbound] (lanes=2) | control=Stop |
Signal Warrant Rule #1: {vehicle-hours=3.3}
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: {approach volume=232}
SUCCESS - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: {approach count=3} | {total volume=1466}
SUCCESS - Total volume greater than or equal to 650 for intersection
with less than four approaches.

Existing Plus Approved Plus Project D (2006) Saturday PM Peak Hour

Ione Casino
Existing Plus Approved Plus Project D (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
 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.: 0 547 100 0 725 0 0 0 0 0 0 0 93 0 0 0
 ApproachDel: xxxxxx xxxxxx
 Approach(westbound) [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=93]
 FAIL - Approach volume less than 150 for two or more lane approach.
 Signal Warrant Rule #3: [approach count=3] [total volume=1465]
 SUCCEED - Total volume greater than or equal to 650 for intersection
 with less than four approaches.

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection # SR-49 / Miller Way
 Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A [9.4]
 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: 1 0 1 0 0 0 0 1 0 0 0 1 0 0 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
 Initial Bse: 13 164 0 0 101 4 1 0 19 0 0 0
 Added Vol: 0 60 0 0 65 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 166 4 1 0 19 0 0 0
 Initial Fut: 13 224 0 0 166 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: 14 242 0 0 180 5 1 0 20 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol.: 14 242 0 0 180 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
 FollowUpTim: 2.3 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 184 xxxxx xxxxx xxxxx xxxxx 451 xxxxx 182 xxxxx xxxxx xxxxx
 Potent Cap.: 1355 xxxxx xxxxx xxxxx xxxxx 570 xxxxx 866 xxxxx xxxxx xxxxx
 Move Cap.: 1355 xxxxx xxxxx xxxxx xxxxx 566 xxxxx 866 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
 Stopped Del: 7.7 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 842 xxxxx xxxxx xxxxx
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx
 Shrd StpdDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.4 xxxxx xxxxx xxxxx
 Shared LOS: * * * * *
 ApproachDel: xxxxxx
 ApproachLOS: * * * * *
 A A

Existing Plus Approved Plus Project D (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): 0.9 Worst Case Level of Service: B (11.9)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include
Lanes: 0 1 0 0 0 0 0 0 1 0 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: 1.04

Critical Gap: 4.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 xxxxx 6.2 xxxxxx xxx xxxxxx
FollowUpTim: 2.3 xxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 xxxxx 3.3 xxxxxx xxx xxxxxx

Level of Service Module:
Queue: 0.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Stopped Del: 8.4 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Existing Plus Approved Plus Project D (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): 10.5 Worst Case Level of Service: D (28.3)
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
Lanes: 0 0 1 1 0 0 0 0 1 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: 1.04

Critical Gap: 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

Level of Service Module:
Queue: 0.1 xxx xxxxxx xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxxxx
Stopped Del: 7.7 xxx xxxxxx 9.2 xxxxxx xxxxxx xxxxxx

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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 [32.7]

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 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

Initial Bse: 54 303 3 1 351 10 19 0 178 3 2 0

Added Vol: 8 76 0 0 83 0 0 0 9 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 62 379 3 1 434 10 19 0 187 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 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

PHF Volumes: 69 418 3 1 478 12 21 0 206 3 2 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 69 418 3 1 478 12 21 0 206 3 2 0

Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 7.1 xxxxx 6.2 7.1 6.5 xxxxx

FollowUpTim: 2.3 xxxxx xxxxx 3.5 xxxxx 3.3 3.5 4.0 xxxxx

Capacity Module:
Conflict Vol: 490 xxxxx xxxxx 1045 xxxxx 484 1146 1049 xxxxx

Potent Cap.: 1043 xxxxx xxxxx 209 xxxxx 587 178 229 xxxxx

Move Cap.: 1043 xxxxx xxxxx 196 xxxxx 587 109 213 xxxxx

Volume/Cap: 0.07 xxxxx xxxxx 0.11 xxxxx xxxxx 0.35 0.03 0.01 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 14.4 xxxxx xxxxx xxxxx

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

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

Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 136 xxxxx xxxxx

SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx

Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 25.5 xxxxx xxxxx

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

ApproachDel: xxxxxx * * * * * 15.4 C * * * * * 32.7 D

ApproachLOS: *

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

Intersection #10 SR-49 / SR-16

Average Delay (sec/veh): 58.8 Worst Case Level Of Service: F [227.5]

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 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: 254 0 101 0 0 0 0 0 0 145 164 209 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 0 151 171 218 0

Added Vol: 0 0 16 0 0 0 0 0 0 211 0 15 195 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 265 0 121 0 0 0 0 0 0 362 171 190 413 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 Volumes: 273 0 125 0 0 0 0 0 0 373 176 196 426 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 273 0 125 0 0 0 0 0 0 373 176 196 426 0

Critical Gap Module:
Critical Gap: 6.5 xxxxx 6.3 xxxxx xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx

FollowUpTim: 3.6 xxxxx 3.4 xxxxx xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:
Conflict Vol: 1191 xxxxx 373 xxxxx xxxxx xxxxx xxxxx xxxxx 373 xxxxx xxxxx

Potent Cap.: 201 xxxxx 560 xxxxx xxxxx xxxxx xxxxx xxxxx 1153 xxxxx xxxxx

Move Cap.: 175 xxxxx 660 xxxxx xxxxx xxxxx xxxxx xxxxx 1153 xxxxx xxxxx

Volume/Cap: 1.56 xxxxx 0.19 xxxxx xxxxx xxxxx xxxxx xxxxx 0.17 xxxxx xxxxx

Level Of Service Module:
Queue: 18.0 xxxxx 0.7 xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx

Stopped Del: 126.3 xxxxx 11.7 xxxxx xxxxx xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx

LOS by Move: F * B * 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 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: * * * * * 227.5 F * * * * * xxxxxxx xxxxxxx * * * * *

ApproachLOS: *

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

Average Delay (sec/veh): 1.5 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
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 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 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 0 113 0 0 104 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 68 0 4 4 333 0 0 394 120
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 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 0.95 0.95 0.95 0.95 0.95
PHF Volume: 0 0 0 72 0 4 4 352 0 0 417 127
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 0 72 0 4 4 352 0 0 417 127

Critical Gap Module:
Critical Gap: 6.4 6.2 4.1 6.2 4.1 6.2 4.1 6.2 4.1 6.2 4.1 6.2 4.1 6.2 4.1 6.2 4.1
FollowupTm: 3.5 3.3 3.3 3.5 3.3 3.3 3.5 3.3 3.3 3.5 3.3 3.3 3.5 3.3 3.3 3.5 3.3
Capacity Module:
Conflict Vol: 842 480 544 842 480 544 842 480 544 842 480 544 842 480 544 842 480
Potential Cap: 337 590 1020 337 590 1020 337 590 1020 337 590 1020 337 590 1020 337 590 1020
Move Cap: 336 590 1020 336 590 1020 336 590 1020 336 590 1020 336 590 1020 336 590 1020
Volume/Cap: 0.21 0.01 0.00 0.21 0.01 0.00 0.21 0.01 0.00 0.21 0.01 0.00 0.21 0.01 0.00 0.21 0.01

Level Of Service Module:
Queue: 0.0 0.0 0.0 8.5 0.0 0.0 8.5 0.0 0.0 8.5 0.0 0.0 8.5 0.0 0.0 8.5 0.0
Stopped Del: 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5
LOS by Move: 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
Shared Cap: 345 345 345 345 345 345 345 345 345 345 345 345 345 345 345 345 345
Shared Queue: 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8
Shrd StpDel: 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4
Shared LOS: C C C C C C C C C C C C C C C C C
ApproachDel: 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4 18.4
ApproachLOS: C C C C C C C C C C C C C C C C C

Ione Casino
Existing Plus Approved Plus Project D (2006) Saturday
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #23 SR-16 / SR-124

Average Delay (sec/veh): 2.8 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
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Channel Channel Include 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 0 257 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 1.04 1.04 1.04 1.04 1.04
Initial Bse: 10 0 57 0 0 0 268 17 40 441 0
Added Vol: 0 0 98 0 0 0 113 0 90 104 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 155 0 0 0 381 17 130 545 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 0.92 0.92 0.92
PHF Volume: 11 0 168 0 0 0 413 18 140 590 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 11 0 168 0 0 0 413 18 140 590 0

Critical Gap Module:
Critical Gap: 6.4 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3 6.3
FollowupTm: 3.5 3.3 3.3 3.5 3.3 3.3 3.5 3.3 3.3 3.5 3.3 3.3 3.5 3.3 3.3 3.5 3.3
Capacity Module:
Conflict Vol: 413 1283 633 413 1283 633 413 1283 633 413 1283 633 413 1283 633 413 1283 633
Potential Cap: 180 180 180 180 180 180 180 180 180 180 180 180 180 180 180 180 180
Move Cap: 162 162 162 162 162 162 162 162 162 162 162 162 162 162 162 162 162
Volume/Cap: 0.07 0.27 0.27 0.07 0.27 0.27 0.07 0.27 0.27 0.07 0.27 0.27 0.07 0.27 0.27 0.07 0.27

Level Of Service Module:
Queue: 0.2 1.1 1.1 8.7 0.4 0.4 8.7 0.4 0.4 8.7 0.4 0.4 8.7 0.4 0.4 8.7 0.4
Stopped Del: 28.9 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7 12.7
LOS by Move: D B 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
Shared Cap: 180 180 180 180 180 180 180 180 180 180 180 180 180 180 180 180 180
Shared Queue: 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1
Shrd StpDel: 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8
Shared LOS: B B B B B B B B B B B B B B B B B
ApproachDel: 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8
ApproachLOS: B B B B B B B B B B B B B B B B B

Ione Casino
Existing Plus Approved Plus Project D (2006) Saturday
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Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #26 SR-104 (Main) / SR-124 (Church)
Average Delay (sec/veh): 6.5 Worst Case Level of Service: C(24.0)

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

Control: 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: 94 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: 202 6 11 2 3 8 3 162 235 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: 221 7 13 2 3 9 3 177 258 16 216 1
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 221 7 13 2 3 9 3 177 258 16 216 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
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: 569 563 306 572 691 217 218 xxxxx xxxxx 435 xxxxx xxxxx
Potential Cap: 429 431 726 426 364 815 1329 xxxxx xxxxx 1103 xxxxx xxxxx
Move Cap: 415 424 726 408 358 815 1329 xxxxx xxxxx 1103 xxxxx xxxxx
Volume/Cap: 0.53 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 xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx 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 425 xxxxx xxxxx 563 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue: xxxxx 3.4 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx 24.0 xxxxx xxxxx 11.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * B *
ApproachDel: * * * * * 24.0 * * * * * 11.6 *
ApproachLOS: * * * * * C * * * * * B *

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

Intersection #25 SR-104 (Preston) / SR-124 (North)
Average Delay (sec/veh): 37.5 Worst Case Level of Service: F(136.3)

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: 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 95 3 0 0 0 0 0 0 88 0 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 113 164 179 24 149 15 19 22 66 184 50 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: 126 183 199 27 186 16 21 24 73 205 56 24
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 126 183 199 27 186 16 21 24 73 205 56 24
Critical Gap Module:
Critical Gap: 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.2 6.6 6.3
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: 183 xxxxx xxxxx 381 xxxxx xxxxx 801 860 174 810 769 282
Potential Cap: 1369 xxxxx xxxxx 1155 xxxxx xxxxx 305 296 874 295 328 750
Move Cap: 1369 xxxxx xxxxx 1155 xxxxx xxxxx 229 260 874 228 289 750
Volume/Cap: 0.09 xxxxx xxxxx 0.02 xxxxx xxxxx 0.09 0.09 0.08 0.90 0.19 0.03

Level Of Service Module:
Queue: 0.3 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 7.9 xxxxx xxxxx 8.2 xxxxx 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 441 xxxxx xxxxx 254 xxxxx
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.1 xxxxx xxxxx 12.5 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 16.1 xxxxx xxxxx 136 xxxxx
Shared LOS: *
ApproachDel: *
ApproachLOS: *

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

Intersection #174 SR-49 / Project Service Access

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: E (47.0)

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 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
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
Initial Bse: 0 360 0 0 532 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol: 0 136 91 0 126 0 0 0 0 0 0 84 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 496 91 0 658 0 0 0 0 0 0 84 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
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
PHF Volume: 0 547 100 0 725 0 0 0 0 0 0 93 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 547 100 0 725 0 0 0 0 0 0 93 0 0 0 0 0

Critical Gap Module:

Critical Gp:xxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 6.4 xxxxx xxxxxx
FollowUpTim:xxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 3.5 xxxxx xxxxxx

Capacity Module:

Conflict Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1322 xxxxx xxxxxx
Potential Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 174 xxxxx xxxxxx
Move Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 174 xxxxx xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.53 xxxxx xxxxx

Level Of Service Module:

Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 2.7 xxxxx xxxxxx
Stopped Del:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 47.0 xxxxx xxxxxx
LOS by Move: * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: xxxxxx xxxxxx xxxxxx *
ApproachLOS: xxxxxx *
E

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #30 SR-88 / SR-12 (South)
 Average Delay (sec/veh): 68.6 Worst Case Level Of Service: F [350.7]
 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 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: 15 536 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 1.04 1.04
 Initial Bse: 16 560 1 3 418 245 283 1 25 1 0 3
 Added Vol: 0 50 0 0 46 19 21 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 16 610 1 3 464 264 304 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 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 16 610 1 3 464 264 304 1 25 1 0 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 16 610 1 3 464 264 304 1 25 1 0 3
 Critical Gap Module:
 Critical Gap: 4.1 xxxxx 4.2 xxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2
 FollowUpTime: 2.2 xxxxx 2.3 xxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3
 Capacity Module:
 Conflict Vol: 464 xxxxx 611 xxxxx 1113 1112 464 1257 xxxxx 610
 Potential Cap: 1108 xxxxx 949 xxxxx 184 207 594 147 xxxxx 491
 Move Cap: 1108 xxxxx 949 xxxxx 180 203 594 138 xxxxx 491
 Volume/Cap: 0.01 xxxxx 0.00 xxxxx 1.69 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: 8.3 xxxxx 8.8 xxxxx xxxxx xxxxx 11.3 xxxxx xxxxx xxxxx
 LOS by Move: A * 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 xxx xxx
 SharedQueue: 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: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 ApproachDel: xxxxx 350.7
 ApproachLOS: xxxxx F 17.2 C

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Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)
 Intersection #29 SR-88 / SR-12 (North)
 Average Delay (sec/veh): 10.7 Worst Case Level Of Service: C (24.0)
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: 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: 1.04 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 69 75 0 0 0 0 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 58 0 439 436 248 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
 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 58 0 439 436 248 0 0 266 63
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Final Vol: 0 0 0 58 0 439 436 248 0 0 266 63
 Critical Gap Module:
 Critical Gap: 6.5 xxxxx 6.3 4.1 xxxxx xxxxx xxxxx xxxxx
 FollowUpTime: 3.6 xxxxx 3.4 2.2 xxxxx xxxxx xxxxx xxxxx
 Capacity Module:
 Conflict Vol: 1418 xxxxx 298 329 xxxxx xxxxx xxxxx xxxxx xxxxx
 Potential Cap: 146 xxxxx 728 1219 xxxxx xxxxx xxxxx xxxxx xxxxx
 Move Cap: 106 xxxxx 728 1219 xxxxx xxxxx xxxxx xxxxx xxxxx
 Volume/Cap: 0.55 xxxxx 0.60 0.36 xxxxx xxxxx xxxxx xxxxx xxxxx
 Level Of Service Module:
 Queue: 2.6 xxxxx 4.1 1.6 xxxxx xxxxx xxxxx xxxxx xxxxx
 Stopped Del: 75.0 xxxxx 17.2 9.6 xxxxx xxxxx xxxxx xxxxx xxxxx
 LOS by Move: F * C 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: 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: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
 ApproachDel: xxxxx 24.0
 ApproachLOS: xxxxx C

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

Intersection #31 SR-68 / Kettleman
 Cycle (sec): 0
 Loss time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.4
 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 Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 3 7 7 3 7 7 7 7 7 7 7 7
 Lanes: 1 0 0 1 0 1 0 0 0 1 0 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: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
 Initial Bse: 23 421 4 5 343 81 162 40 21 9 50 3
 Added Vol: 0 43 0 0 40 6 6 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 23 464 4 5 383 87 168 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: 23 464 4 5 383 87 168 40 21 9 50 3
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 23 464 4 5 383 87 168 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: 23 464 4 5 383 87 168 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 0.81 0.19 0.74 0.17 0.09 0.15 0.80 0.05
 Final Sat.: 1702 1774 16 1702 1417 324 1293 306 161 273 1455 91

Capacity Analysis Module:
 Vol/Sat: 0.01 0.26 0.26 0.00 0.27 0.27 0.13 0.13 0.13 0.03 0.03 0.03
 Crit Moves: ****
 Green/Cycle: 0.07 0.29 0.29 0.07 0.29 0.29 0.17 0.17 0.17 0.17 0.17 0.17
 Volume/Cap: 0.18 0.89 0.89 0.04 0.92 0.92 0.76 0.76 0.76 0.20 0.20 0.20
 Delay/Veh: 18.6 31.4 31.4 17.8 36.4 36.4 27.0 27.0 27.0 14.9 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: 18.6 31.4 31.4 17.8 36.4 36.4 27.0 27.0 27.0 14.9 14.9 14.9
 HCM2kVg: 0 10 9 0 11 11 5 5 5 1 1 1

 LOS by Appr: C C C C C C C C C C C C

Ione Casino
 Existing Plus Approved Plus Project D (2006) Saturday
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Level Of Service Computation Report
 2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #36 SR-49 / Pleasant Valley
 Cycle (sec): 100
 Loss time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 14.3
 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 1 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

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 0 236 124 144 201 0
 Added Vol: 12 0 47 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 147 0 229 0 0 0 0 236 137 195 201 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: 147 0 229 0 0 0 0 236 137 195 201 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 147 0 229 0 0 0 0 236 137 195 201 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 147 0 229 0 0 0 0 236 137 195 201 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
 Lanes: 0.39 0.00 0.61 0.00 0.00 0.00 0.00 0.63 0.37 1.00 1.00 0.00
 Final Sat.: 244 0 381 0 0 0 0 408 238 534 578 0

Capacity Analysis Module:
 Vol/Sat: 0.60 xxxxx 0.60 xxxxx xxxxx xxxxx 0.58 0.37 0.35 xxxxx
 Crit Moves: ****
 Delay/Veh: 15.8 0.0 15.8 0.0 0.0 0.0 0.0 15.1 12.8 11.8 0.0 0.0
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 15.8 0.0 15.8 0.0 0.0 0.0 0.0 15.1 12.8 11.8 0.0 0.0
 LOS by Move: C * * * * * C * * * * * C * * * * *
 ApproachDel: 15.8 xxxxxx 15.1
 Delay Adj: 1.00 xxxxxx 1.00
 ApprAdjDel: 15.8 xxxxxx 15.1
 LOS by Appr: C C C C C C C C C C C C

Ione Casino
 Existing plus Approved plus Project D (2006) Saturday
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Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #47 SR-16 / Bradshaw

Cycle (sec): 0 Critical Vol./Cap. (X): 0.658
 Loss time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
 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 Protected
 Rights: Include Protected Protected Protected Protected Protected Protected
 Min Green: 3 1 0 1 0 2 0 1 3 0 1 0 1 0 1 0 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 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
 Added Vol: 0 0 3 8 0 0 0 0 53 0 3 49 8
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 52 442 37 168 559 84 101 296 53 46 344 150
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 52 442 37 168 559 84 101 296 53 46 344 150
 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.: 52 442 37 168 559 84 101 296 53 46 344 150

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 1.84 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 0.19 0.10
 Crit Moves: ****
 Green/Cycle: 0.10 0.20 0.20 0.14 0.24 0.33 0.09 0.31 0.42 0.07 0.29 0.43
 Volume/Cap: 0.28 0.66 0.66 0.66 0.64 0.16 0.66 0.53 0.08 0.39 0.66 0.23
 Delay/Veh: 19.0 18.3 18.3 24.1 16.5 10.5 29.3 13.4 7.8 21.8 16.7 8.0
 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
 Adipdel/Veh: 19.0 18.3 18.3 24.1 16.5 10.5 29.3 13.4 7.8 21.8 16.7 8.0
 HCM2Kvgt: 1 4 4 5 1 3 4 0 1 5 1

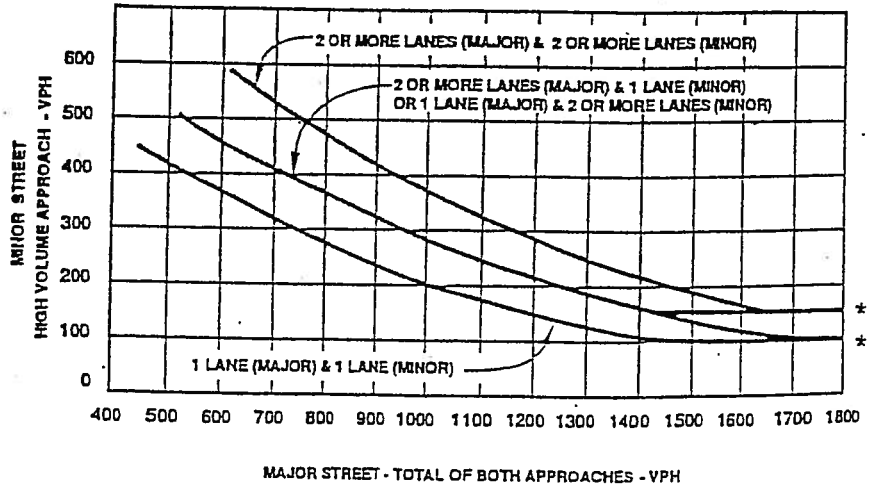
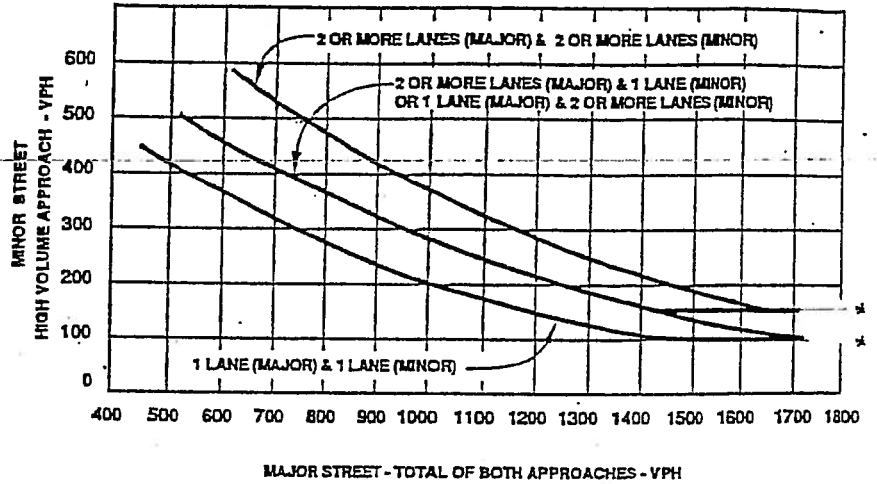
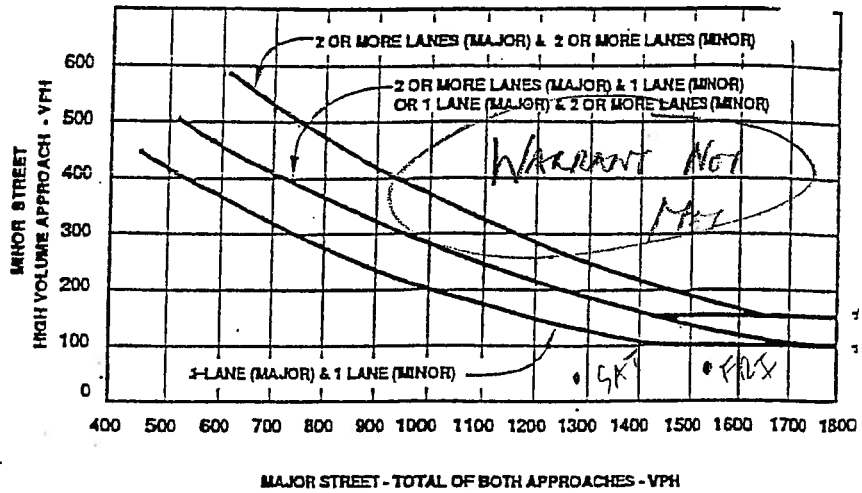
APPENDIX R

Intersection Operations Calculations 2006 EPAP Plus Alternative D With Mitigation Measures

2006 + ALT. D.

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

18 SR 16 / Stonehouse
 ← 1527 →
 1205
 TRI.
 5/10
 7/5



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.

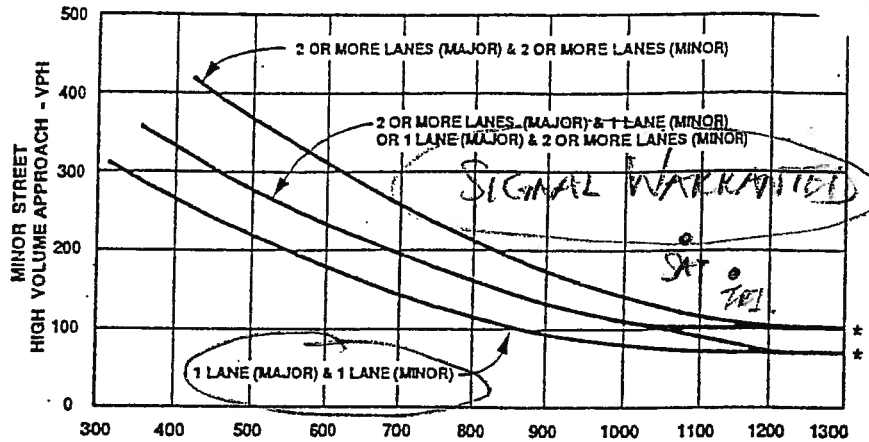
2006 + Pros. D.

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

A SR49/MAIN ACCESS

1161 ↑ 1082
↓
TRF SAT

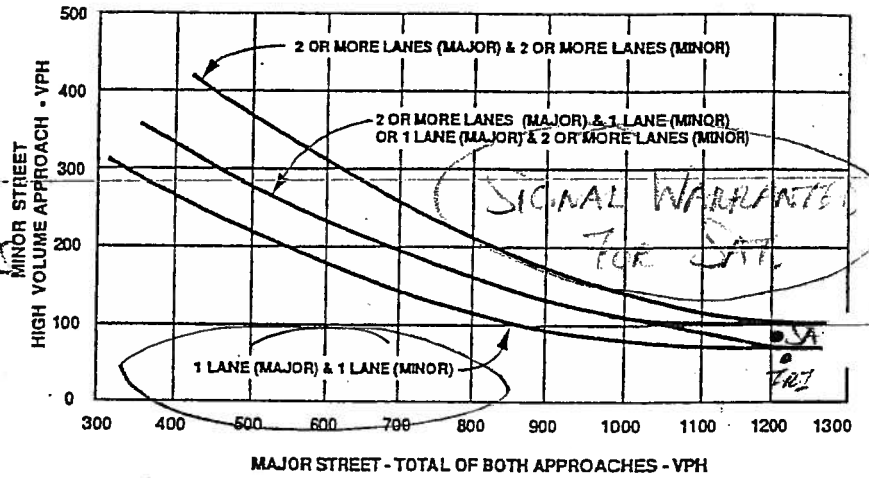
172
—
210



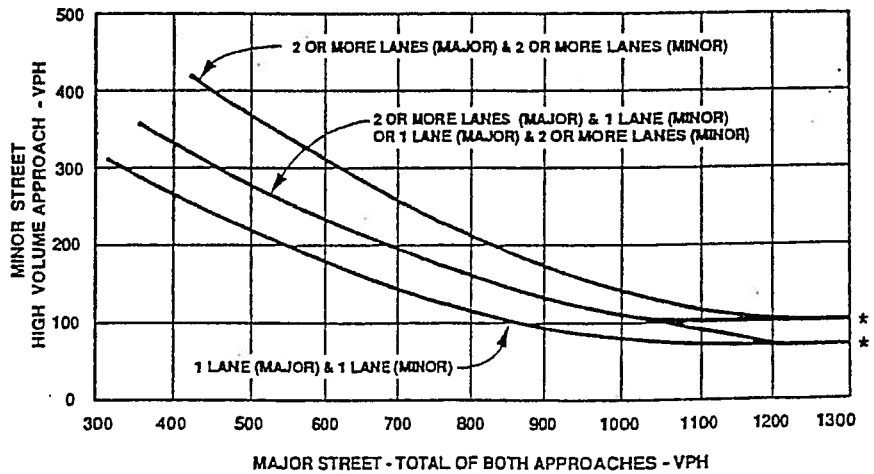
B SR49/SERVICE ACCESS

1220 ↑ 1207
↓
TRF SAT

68
←
84



[] _____



* 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.

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Existing Plus Approved Plus Project D (2006) Friday - Mitigation
PM Peak Hour

Scenario Report

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

Existing Plus Approved Plus Project D (2006) Friday - Mitigation
PM Peak Hour

Trip Generation Report

Forecast for 2006 Alt D Friday

Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of Trips Total
				In	Out	In	Out	
1	Ione Casino-	1.00	Ione Casino	222.00	240.00	222	240	462 100.0
	Zone 1 Subtotal					222	240	462 100.0

TOTAL						222	240	462 100.0

Existing Plus Approved Plus Project D (2006) Friday - Mitigation
 Ione Casino
 PM Peak Hour

 Intersection Volume Report
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	--	T	R	L	--	T	--	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
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

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 Intersection Volume Report
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	--	T	R	L	--	T	--	T	R
7 SR-49 / Main-	57	169	235	15	148	18	14	63	52	111	53	13
9 SR-49 / Empir	122	529	5	3	379	6	9	1	98	1	6	2
10 SR-49 / SR-16	195	0	96	0	0	0	0	455	335	158	372	0
25 SR-104 (Prest	105	190	202	35	207	31	24	19	76	206	17	24
26 SR-104 (Main)	239	6	11	2	7	16	32	184	292	3	137	3

 Ione Casino
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Impact Analysis Report
 Level Of Service

Intersection	LOS	Base Del/Veh	Base V/C	Future Del/Veh	Future V/C	Change in
# 7 SR-49 / Main-Fiddletown	A	5.9	0.535	6.3	0.573	+ 0.376 D/V
# 9 SR-49 / Empire	A	6.1	0.546	6.8	0.600	+ 0.684 D/V
# 10 SR-49 / SR-16	B	11.3	0.636	12.0	0.676	+ 0.647 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A	4.8	0.423	6.3	0.564	+ 1.498 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A	6.0	0.555	8.3	0.652	+ 2.361 D/V

 Ione Casino
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Signal Warrant Summary Report
 Base Met
 (Del / Vol)

 Intersection
 Base Met
 (Del / Vol)
 Future Met
 (Del / Vol)

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

Cycle (sec): 0 Critical Vol./Cap. (X): 0.600
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 Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5
Lanes: 0 0 1 1 0 0 0 1 0 0 1 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: 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: 122 529 5 3 379 6 9 1 98 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
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: 130 562 6 3 402 7 10 1 104 1 7 2
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 562 6 3 402 7 10 1 104 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 1.00
MLF Adj: 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.: 130 562 6 3 402 7 10 1 104 1 7 2

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.80 0.80 0.80 0.92 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 0.97 0.02 0.90 0.10 1.00 0.11 0.67 0.22
Final Sat.: 282 1224 12 14 1705 28 1300 144 1615 197 1183 394

Capacity Analysis Module:
Vol/Sat: 0.46 0.46 0.46 0.24 0.24 0.01 0.01 0.06 0.01 0.01 0.01 0.01
Crit Moves: ****
Green/Cycle: 0.59 0.59 0.59 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19
Volume/Cap: 0.77 0.77 0.77 0.40 0.40 0.40 0.04 0.04 0.35 0.03 0.03 0.03
Delay/Veh: 8.4 8.4 8.4 3.2 3.2 3.2 9.1 9.1 10.3 9.1 9.1 9.1
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: 8.4 8.4 8.4 3.2 3.2 3.2 9.1 9.1 10.3 9.1 9.1 9.1
HCM2kAVG: 8 8 8 2 2 2 0 0 1 0 0 0

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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): 0.573
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 Include Include
Min. Green: 5 5 5 5 5 5 5 5
Lanes: 0 0 1 1 0 0 0 1 0 0 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: 9 49 1 0 45 0 0 0 0 8 1 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 57 169 235 15 148 18 14 63 52 111 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: 60 177 246 15 155 19 14 66 54 116 56 13
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 177 246 15 155 19 14 66 54 116 56 13
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 60 177 246 15 155 19 14 66 54 116 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 0.87 0.87 0.87 0.92 0.92 0.85 0.75 0.75 0.75
Lanes: 0.12 0.37 0.51 0.08 0.82 0.10 0.18 0.82 1.00 0.63 0.30 0.07
Final Sat.: 192 570 792 134 1364 163 312 1440 1615 888 428 101

Capacity Analysis Module:
Vol/Sat: 0.31 0.31 0.31 0.11 0.11 0.11 0.05 0.05 0.03 0.13 0.13 0.13
Crit Moves: ****
Green/Cycle: 0.54 0.54 0.54 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23 0.23
Volume/Cap: 0.57 0.57 0.57 0.21 0.21 0.21 0.20 0.20 0.15 0.57 0.57 0.57
Delay/Veh: 4.9 4.9 4.9 3.2 3.2 3.2 8.4 8.4 8.2 11.4 11.4 11.4
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: 4.9 4.9 4.9 3.2 3.2 3.2 8.4 8.4 8.2 11.4 11.4 11.4
HCM2kAVG: 4 4 4 1 1 1 1 1 1 0 3 3

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): 0.676
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
 Optimal Cycle: 38 Level of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include
 Min. Green: 5 0
 Lanes: 1 0 0 0 1 0 0 0 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: 1.04 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 0 308 335 146 213 0
 Added Vol: 0 0 11 0 0 0 0 147 0 12 159 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 195 0 96 0 0 0 0 455 335 158 372 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 202 0 99 0 0 0 0 472 347 164 386 0
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 202 0 99 0 0 0 0 472 347 164 386 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 202 0 99 0 0 0 0 472 347 164 386 0
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.71 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 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 0.07 0.00 0.00 0.00 0.27 0.23 0.10 0.22 0.00
 Crit Moves: ****
 Green/Cycle: 0.22 0.00 0.00 0.00 0.00 0.40 0.40 0.15 0.54 0.00
 Volume/Cap: 0.68 0.00 0.18 0.00 0.00 0.00 0.68 0.59 0.68 0.40 0.00
 Delay/Veh: 19.6 0.0 8.3 0.0 0.0 0.0 0.12 10.5 22.8 5.4 0.0
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 19.6 0.0 8.3 0.0 0.0 0.0 0.12 10.5 22.8 5.4 0.0
 HCM2kAVG: 4 0 1 0 0 0 0 6 4 4 3 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): 0.564
 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
 Rights: Include Include Include Include
 Min. Green: 5 0
 Lanes: 1 0 0 1 0 0 0 0 1 0 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: 1.04 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 66 2 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 105 190 202 35 207 31 24 19 76 206 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
 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: 111 201 213 37 218 33 25 20 80 217 18 25
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 111 201 213 37 218 33 25 20 80 217 18 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
 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.: 111 201 213 37 218 33 25 20 80 217 18 25
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.61 0.87 0.87 0.85 0.85 0.86 0.86 0.86 0.64 0.87 0.87
 Lanes: 1.00 0.49 0.51 0.13 0.76 0.11 0.20 0.16 0.64 1.00 0.41 0.59
 Final Sat.: 1159 802 852 210 1224 185 329 257 1044 1216 678 971
 Capacity Analysis Module:
 Vol/Sat: 0.10 0.25 0.25 0.18 0.18 0.18 0.08 0.08 0.08 0.18 0.03 0.03
 Crit Moves: ****
 Green/Cycle: 0.44 0.44 0.44 0.44 0.44 0.32 0.32 0.32 0.32 0.32 0.32
 Volume/Cap: 0.22 0.56 0.56 0.40 0.40 0.40 0.24 0.24 0.24 0.56 0.08 0.08
 Delay/Veh: 4.5 6.2 6.2 5.1 5.1 5.1 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
 AdjDel/Veh: 4.5 6.2 6.2 5.1 5.1 5.1 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

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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): 0.652
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.3
 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	Permitted
Rights:	include	include	include	include	include
Mn. Green:	5	5	5	5	5
Lanes:	1	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:	65	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:	239	6	11	2	7	16	32	184	292	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:	254	7	12	2	8	17	34	195	310	3	145	3
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	7	12	2	8	17	34	195	310	3	145	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:	254	7	12	2	8	17	34	195	310	3	145	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	0.85	0.85	0.85	0.85	0.93	0.93	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	475	1018	103	584	929	39	1691	39

Capacity Analysis Module:

Vol/Sat:	0.19	0.01	0.01	0.02	0.02	0.02	0.33	0.33	0.33	0.09	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.65	0.04	0.04	0.06	0.06	0.06	0.65	0.65	0.65	0.17	0.17	0.17
Delay/Veh:	13.3	7.7	7.7	7.8	7.8	7.8	7.2	7.2	7.2	4.0	4.0	4.0
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:	13.3	7.7	7.7	7.8	7.8	7.8	7.2	7.2	7.2	4.0	4.0	4.0
HCM2kAVG:	4	0	0	0	0	0	5	5	5	1	1	1

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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): 0.669
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.5
 Optimal Cycle: 38 Level Of Service: B
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Include Include
 Min. Green: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 0 0 0 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
 Initial Bse: 0 0 0 0 69 0 363 480 396 0 0 224 52
 Added Vol: 0 0 0 0 0 0 56 52 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 0 419 532 396 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 0 419 532 396 0 0 224 52
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 69 0 419 532 396 0 0 224 52
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 0 0 0 0 69 0 419 532 396 0 0 224 52
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj: 1.00 1.00 1.00 1.00 0.74 1.00 0.79 1.00 0.91 0.96 1.00 1.00 0.94 0.94
 Lanes: 0.00 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00 0.81 0.19
 Final Sat.: 0 0 0 0 1408 0 1495 1736 1828 0 0 1443 337
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.05 0.00 0.28 0.31 0.22 0.00 0.00 0.15 0.15
 Crit Moves: ****
 Green/Cycle: 0.00 0.00 0.00 0.13 0.00 0.55 0.42 0.63 0.00 0.00 0.21 0.21
 Volume/Cap: 0.00 0.00 0.00 0.36 0.00 0.51 0.73 0.34 0.00 0.00 0.73 0.73
 Delay/Veh: 0.0 0.0 0.0 16.2 0.0 5.8 13.0 3.5 0.0 0.0 21.1 21.1
 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 16.2 0.0 5.8 13.0 3.5 0.0 0.0 21.1 21.1
 HCM2KAVG: 0 0 0 1 0 4 7 2 0 0 5 0 0

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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): 0.749
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 31.3
 Optimal Cycle: 55 Level Of Service: C
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected
 Rights: Include Include
 Min. Green: 3 0 0 0 1 0 0 0 1 0 1 0 0 0 1 0 0 0 1 0 0 0
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 0 1 1 0 0 1 0 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 1.04 1.04
 Initial Bse: 30 761 2 3 468 251 264 1 19 2 3 2
 Added Vol: 0 0 0 0 0 0 37 15 14 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 796 2 3 505 266 278 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 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 796 2 3 505 266 278 1 19 2 3 2
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 796 2 3 505 266 278 1 19 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
 MLF Adj: 1.00 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.: 30 796 2 3 505 266 278 1 19 2 3 2
 Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adj: 1.00 1.00 1.00 1.00 0.90 0.94 0.80 0.92 0.92 0.82 0.91 0.90 0.90
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 0.99 0.01 1.00 1.00 0.60 0.40
 Final Sat.: 1805 1895 5 1702 1792 1523 1735 7 1554 1736 1031 687
 Capacity Analysis Module:
 Vol/Sat: 0.02 0.42 0.42 0.00 0.28 0.17 0.16 0.16 0.01 0.00 0.00 0.00
 Crit Moves: ****
 Green/Cycle: 0.05 0.43 0.43 0.05 0.43 0.60 0.17 0.17 0.22 0.13 0.13 0.13
 Volume/Cap: 0.31 0.97 0.97 0.03 0.65 0.29 0.97 0.97 0.05 0.01 0.02 0.02
 Delay/Veh: 26.8 38.8 38.8 24.8 14.2 5.5 66.8 66.8 17.0 21.0 21.1 21.1
 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: 26.8 38.8 38.8 24.8 14.2 5.5 66.8 66.8 17.0 21.0 21.1 21.1
 HCM2KAVG: 1 20 0 8 2 10 10 0 0 0 0 0

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

Intersection #46 SR-16 / Excelsior

Critical Vol./Cap. (X): 0.775
 Cycle (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
 Optimal Cycle: 52 Level of Service: B

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

Control: Permitted Permitted Protected Protected
 Rights: 5 Include 5 Include 3 Include 3 Include
 Min. Green: 0 0 11 0 0 0 11 0 0 1 0 0 1 0 1 0 0 1 0

Volume Module:
 Base Vol: 18 43 57 9 130 72 106 538 174 98 291 17
 Growth Adj: 1.04 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 2 1 0 0 0 45 0 2 49 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fur: 19 45 62 10 136 75 111 607 182 104 353 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 75 111 607 182 104 353 19
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 19 45 62 10 136 75 111 607 182 104 353 19
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol: 19 45 62 10 136 75 111 607 182 104 353 19

Saturation Flow Module:
 Sat/Lane: 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: 235 561 768 84 1094 606 1702 1332 399 1702 1689 90

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 0.59 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: 21.5 21.5 21.5 33.4 33.4 33.4 20.7 11.9 11.9 47.5 8.2 8.2
 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: 21.5 21.5 21.5 33.4 33.4 33.4 20.7 11.9 11.9 47.5 8.2 8.2
 HCM2KAVG: 3 3 3 6 6 6 2 12 12 4 4 4

Existing Plus Approved Plus Project D (2006) Saturday - Mitigation

Scenario: 2006 Ex + Ap + Alt D Saturday

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

Trip Generation Report

Forecast for 2006 Alt D Saturday

Table with columns: Zone #, Subzone, Amount, Units, Rate In, Rate Out, Trips In, Trips Out, Total Trips. Row 1: 1 Ione Casino, 1.00 Ione Casino, 319.00, 294.00, 319, 294, 613, 100.0

TOTAL 319 294 613 100.0

Existing Plus Approved Plus Project D (2006) Saturday - Mitigation

Trip Generation Report

Forecast for 2006 Alt D Saturday

Table with columns: Zone #, Subzone, Amount, Units, Rate In, Rate Out, Trips In, Trips Out, Total Trips. Row 1: 1 Ione Casino, 1.00 Ione Casino, 319.00, 294.00, 319, 294, 613, 100.0

TOTAL 319 294 613 100.0

Ione Casino
PM Peak Hour

Existing Plus Approved Plus Project D (2006) Saturday - Mitigation

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	--	T	R	L	--	T	--	T	R
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
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

Ione Casino
PM Peak Hour

Existing Plus Approved Plus Project D (2006) Saturday - Mitigation

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	--	T	R	L	--	T	--	T	R
7 SR-49 / Main-	51	160	118	13	149	16	18	39	42	163	81	15
9 SR-49 / Empir	62	379	3	1	434	10	19	0	187	3	2	0
10 SR-49 / SR-16	265	0	121	0	0	0	0	362	171	190	413	0
25 SR-104 (Prest	113	164	179	24	149	15	19	22	66	184	50	22
26 SR-104 (Main)	202	6	11	2	3	8	3	162	235	15	197	1

 Ione Casino
 Existing Plus Approved Plus Project D (2006) Saturday - Mitigation
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base Del/ Veh C	V/ C	Future Del/ Veh C	Change in in
# 7 SR-49 / Main-Fiddletown	A 5.7	0.482	A 6.2	0.530 + 0.500 D/V
# 9 SR-49 / Empire	A 5.3	0.381	A 6.2	0.459 + 0.931 D/V
# 10 SR-49 / SR-16	B 11.0	0.562	B 13.4	0.686 + 2.446 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	A 4.6	0.345	A 5.9	0.531 + 1.314 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A 4.5	0.409	A 6.2	0.564 + 1.710 D/V

 Ione Casino
 Existing Plus Approved Plus Project D (2006) Saturday - Mitigation
 PM Peak Hour

Signal Warrant Summary Report
 Base Met
 (Del / Vol)

Intersection	Future Met (Del / Vol)
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Existing Plus Approved Plus Project D (2006) 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): 0.459
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2
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 5 5 5 5

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

Volume Module:
Base Vol: 52 290 3 1 336 10 18 0 170 J 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

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
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: 219 1329 11 4 1707 41 1520 0 1615 939 626 0

Existing Plus Approved Plus Project D (2006) 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): 0.530
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 24 Level of Service: A

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

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5

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

Volume Module:
Base Vol: 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 1.04 1.04 1.04 1.04 1.04 1.04

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82 0.82
Lanes: 0.15 0.49 0.36 0.07 0.84 0.09 0.31 0.69 1.00 0.63 0.31 0.06
Final Sat: 241 761 560 119 1408 149 518 1127 1615 908 454 82

Ione Casino
 Existing Plus Approved Plus Project D (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): 0.531
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.9
 Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5
 Lanes: 1 0 0 1 0 0 1 1 0 0 0 1 0 0 1 0 1 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 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: 113 164 179 24 149 15 19 22 66 96 50 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: 126 183 199 27 166 16 21 24 73 205 56 24
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 126 183 199 27 166 16 21 24 73 205 56 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.: 126 183 199 27 166 16 21 24 73 205 56 24

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 0.48 0.52 0.13 0.79 0.08 0.18 0.20 0.62 1.00 0.70 0.30
 Final Sat.: 1199 791 861 209 1305 128 288 336 1009 1223 1203 524

Capacity Analysis Module:
 Vol/Sat: 0.10 0.23 0.23 0.13 0.13 0.13 0.07 0.07 0.07 0.07 0.05 0.05
 Crit Moves: ****
 Green/Cycle: 0.43 0.43 0.43 0.43 0.43 0.43 0.32 0.32 0.32 0.32 0.32 0.32
 Volume/Cap: 0.24 0.53 0.53 0.29 0.29 0.29 0.23 0.23 0.23 0.23 0.23 0.23
 Delay/Veh: 4.5 5.8 5.8 4.6 4.6 4.6 6.3 6.3 6.3 6.3 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: 4.5 5.8 5.8 4.6 4.6 4.6 6.3 6.3 6.3 6.3 6.0 6.0
 HCM2kAVG: 1 3 3 1 1 1 1 1 1 1 1 1

Ione Casino
 Existing Plus Approved Plus Project D (2006) Saturday - Mitigation
 PM Peak Hour

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)
 Intersection #10 SR-19 / SR-16

Cycle (sec): 0 Critical Vol./Cap. (X): 0.686
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.4
 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: Permitted Permitted Protected Protected
 Rights: Include Include Ovl Include
 Min. Green: 5 0 0 5 0 0 0 0 0 0 0 1 0 1 0 1 0 0 0
 Lanes: 1 0 0 1 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 0 145 164 168 209 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
 Initial Bse: 265 0 105 0 0 0 0 151 171 175 218 0
 Added Vol.: 0 0 16 0 0 0 0 211 0 15 195 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 265 0 121 0 0 0 0 362 171 190 413 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 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 0 125 0 0 0 0 373 176 196 426 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduct Vol: 273 0 125 0 0 0 0 373 176 196 426 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Final Vol.: 273 0 125 0 0 0 0 373 176 196 426 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 0.93 0.79 0.88 0.93 1.00
 Lanes: 1.00 0.00 1.00 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 1759 1495 1671 1759 0

Capacity Analysis Module:
 Vol/Sat: 0.20 0.00 0.08 0.00 0.00 0.00 0.21 0.12 0.12 0.24 0.00
 Crit Moves: ****
 Green/Cycle: 0.29 0.00 0.47 0.00 0.00 0.00 0.31 0.31 0.17 0.48 0.00
 Volume/Cap: 0.69 0.00 0.18 0.00 0.00 0.00 0.69 0.38 0.69 0.50 0.00
 Delay/Veh: 17.4 0.0 6.4 0.0 0.0 0.0 15.7 11.3 22.3 7.6 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: 17.4 0.0 6.4 0.0 0.0 0.0 15.7 11.3 22.3 7.6 0.0
 HCM2kAVG: 5 0 1 0 0 0 6 2 4 4 0

Ione Casino
 Existing Plus Approved Plus Project D (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): 0.564
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2
 Optimal Cycle: 25 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 5 5 5 5 5 5 5 5
 Lanes: 1 0 0 1 0 0 0 1 1 0 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
 Initial Bse: 108 6 11 2 3 8 3 161 148 15 196 1
 Added Vol: 94 0 0 0 0 0 0 1 87 0 1 0
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 202 6 11 2 3 8 3 162 235 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
 PHF Volume: 221 7 13 2 3 9 3 177 258 16 216 1
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 221 7 13 2 3 9 3 177 258 16 216 1
 PCB Adj: 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
 Final Vol.: 221 7 13 2 3 9 3 177 258 16 216 1

Saturation Flow Module:
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
 Adjustment: 0.72 0.86 0.86 0.84 0.84 0.84 0.87 0.87 0.87 0.91 0.91 0.91
 Lanes: 1.00 0.35 0.65 0.15 0.23 0.62 0.01 0.40 0.59 0.07 0.92 0.01
 Final Sat.: 1367 576 1057 246 369 983 13 665 967 118 1594 8

Capacity Analysis Module:
 Vol/Sat: 0.16 0.01 0.01 0.01 0.01 0.01 0.27 0.27 0.27 0.14 0.14 0.14
 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: 0.56 0.04 0.04 0.03 0.03 0.03 0.56 0.56 0.56 0.29 0.29 0.29
 Delay/Veh: 9.5 6.5 6.5 6.4 6.4 6.4 5.7 5.7 5.7 4.2 4.2 4.2
 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: 9.5 6.5 6.5 6.4 6.4 6.4 5.7 5.7 5.7 4.2 4.2 4.2
 HCM2000Vg: 3 0 0 0 0 0 3 3 3 1 1 1

Ione Casino
Existing Plus Approved Plus Project D (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 Critical Vol./Cap. (X): 0.509
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 Protected Protected
Rights: Include Include
Min. Green: 5 5 5 5 3 7 7 3 7 7
Lanes: 0 0 1 0 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: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04
Initial Sse: 22 32 27 19 53 69 63 258 53 20 341 7
Added Vol: 0 0 3 1 0 0 0 0 65 0 3 60 1
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 32 30 20 53 69 63 323 53 23 401 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 63 323 53 23 401 8
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 22 32 30 20 53 69 63 323 53 23 401 8
MLF Adj: 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 63 323 53 23 401 8

Saturation Flow Module:
Sat/Lane: 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 0.35 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 1506 248 1702 1750 36

Capacity Analysis Module:
Vol/Sat: 0.05 0.05 0.05 0.09 0.09 0.09 0.04 0.21 0.21 0.01 0.23 0.23
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 0.59 0.59 0.09 0.55 0.55
Delay/Veh: 11.1 11.1 11.1 12.2 12.2 12.2 13.3 9.0 9.0 10.6 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 1.00
AdjDel/Veh: 11.1 11.1 11.1 12.2 12.2 12.2 13.3 9.0 9.0 10.6 7.4 7.4
HCM2AVG: 1 1 1 2 2 2 1 4 4 0 4 4

