

*Technical Appendix – Volume 2 of 2*  
*(Appendix S- AC)*

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

*prepared for*  
**Analytical Environment Services**

*prepared by*  
**TYLON INTERNATIONAL | CCS**

*August 2, 2005*



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

**Technical Appendix  
Volume 2 of 2  
(Appendix S – AC)**

*Prepared for*

**Analytical Environmental Services**

*Prepared by*

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Project # 340283.00





## **APPENDIX S**

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### **Intersection Operations Calculations Cumulative (No Project) Condition**



Ione Casino  
 Cumulative No Project - Friday  
 PM Peak Hour

Scenario Report

Command: Cumulative No Project Friday  
 Volume: Cumulative NP Friday  
 Geometry: Cumulative  
 Impact Fee: Existing  
 Trip Generation: Existing  
 Trip Distribution: Existing  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

Ione Casino  
 Cumulative No Project - 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
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  
Cumulative No Project - Friday  
PM Peak Hour  
Turning Movement Report  
Existing

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
<b>#1 Lattrobe / Old Sacramento</b>									
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
<b>#2 Main / Sherwood</b>									
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
<b>#3 Main / Empire</b>									
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
<b>#4 Main / Poplar</b>									
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
<b>#5 Main / Mill</b>									
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
<b>#6 SR-49 / Miller Way</b>									
Base	51	236	0	0	180	8	6	0	22
Added	0	0	0	0	0	0	0	0	0
Total	51	236	0	0	180	8	6	0	22
<b>#7 SR-49 / Main-Fiddletown</b>									
Base	72	219	349	22	154	27	20	94	66
Added	0	0	0	0	0	0	0	0	0
Total	72	219	349	22	154	27	20	94	66
<b>#8 SR-49 / Poplar</b>									
Base	53	686	0	0	395	9	9	0	59
Added	0	0	0	0	0	0	0	0	0
Total	53	686	0	0	395	9	9	0	59
<b>#9 SR-49 / Empire</b>									
Base	172	697	8	5	480	9	14	2	137
Added	0	0	0	0	0	0	0	0	0
Total	172	697	8	5	480	9	14	2	137

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
<b>#10 SR-49 / SR-16</b>									
Base	307	0	133	0	0	0	0	484	526
Added	0	0	0	0	0	0	0	0	0
Total	307	0	133	0	0	0	0	484	526
<b>#11 SR-49 / Main (Drytown)</b>									
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
<b>#12 SR-49 / Water-Amador Creek</b>									
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
<b>#13 SR-49 / Gopher Flat</b>									
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
<b>#14 SR-49 / Eureka</b>									
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
<b>#15 SR-49 / Church</b>									
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
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>									
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
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>									
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
<b>#18 SR-49 / SR-88 (North)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Ione Casino										
Cumulative No Project - Friday										
PM Peak Hour										
Volume Type	Northbound			Southbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
<b>#19 SR-49 / Sutter</b>										
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
<b>#20 SR-49 / Hoffman</b>										
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
<b>#21 SR-49 / Main (Jackson)</b>										
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
<b>#22 SR-49 / SR-88 (South)</b>										
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
<b>#23 SR-16 / SR-124</b>										
Base	14	0	202	0	0	808	27	75	567	1693
Added	0	0	0	0	0	0	0	0	0	0
Total	14	0	202	0	0	808	27	75	567	1693
<b>#24 SR-16 / Latrobe (Amador)</b>										
Base	0	0	0	8	6	616	0	0	398	1358
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	8	6	616	0	0	398	1358
<b>#25 SR-104 (Preston) / SR-124 (North)</b>										
Base	160	288	205	51	313	47	36	28	115	152
Added	0	0	0	0	0	0	0	0	0	0
Total	160	288	205	51	313	47	36	28	115	152
<b>#26 SR-104 (Main) / SR-124 (Church)</b>										
Base	242	10	18	3	11	24	51	285	295	5
Added	0	0	0	0	0	0	0	0	0	0
Total	242	10	18	3	11	24	51	285	295	5
<b>#27 SR-104 / SR-88</b>										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0

Ione Casino										
Cumulative No Project - Friday										
PM Peak Hour										
Volume Type	Northbound			Southbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
<b>#28 SR-88 / SR-124</b>										
Base	0	0	0	5	0	226	210	531	0	447
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	226	210	531	0	447
<b>#29 SR-88 / SR-12 (North)</b>										
Base	0	0	0	107	0	564	645	614	0	347
Added	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	107	0	564	645	614	0	347
<b>#30 SR-88 / SR-12 (South)</b>										
Base	32	895	2	3	518	262	276	1	20	2
Added	0	0	0	0	0	0	0	0	0	0
Total	32	895	2	3	518	262	276	1	20	2
<b>#31 SR-88 / Kettleman</b>										
Base	22	672	20	7	439	100	256	104	33	17
Added	0	0	0	0	0	0	0	0	0	0
Total	22	672	20	7	439	100	256	104	33	17
<b>#32 SR-12 / SR-99 SB Ramps</b>										
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
<b>#33 SR-12 / SR-99 NB Ramps</b>										
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
<b>#34 Kettleman / SR-99 SB Ramps</b>										
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
<b>#35 Kettleman / SR-99 NB Ramps</b>										
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
<b>#36 SR-49 / Pleasant Valley</b>										
Base	155	0	250	0	0	0	0	604	281	325
Added	0	0	0	0	0	0	0	0	0	0
Total	155	0	250	0	0	0	0	604	281	325

		Ione Casino							
		Cumulative No Project - Friday							
		PM Peak Hour							
Volume	Northbound	Southbound	Eastbound	Westbound	Total				
Type	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total				
<b>#37 SR-16 / Ione</b>									
Base	0	0	0	0	0	0	386	0	1307
Added	0	0	0	0	0	0	0	0	0
Total	78	0	1	0	0	0	652	190	0
<b>#38 SR-16 / Murietta South Pkwy</b>									
Base	0	0	2	11	3	126	208	834	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	2	11	3	126	208	834	0
<b>#39 SR-16 / Murietta Pkwy</b>									
Base	147	195	55	55	114	177	212	938	179
Added	0	0	0	0	0	0	0	0	0
Total	147	195	55	55	114	177	212	938	179
<b>#40 SR-16 / Stone House</b>									
Base	0	0	0	129	0	36	85	1205	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	129	0	36	85	1205	0
<b>#41 SR-16 / Latrobe (Sac)</b>									
Base	9	0	4	9	0	47	60	1329	22
Added	0	0	0	0	0	0	0	0	0
Total	9	0	4	9	0	47	60	1329	22
<b>#42 SR-16 / Dillard</b>									
Base	104	0	145	0	0	0	0	1271	284
Added	0	0	0	0	0	0	0	0	0
Total	104	0	145	0	0	0	0	1271	284
<b>#43 SR-16 / Sloughhouse</b>									
Base	6	0	81	0	0	0	0	1479	12
Added	0	0	0	0	0	0	0	0	0
Total	6	0	81	0	0	0	0	1479	12
<b>#44 SR-16 / Grant Line</b>									
Base	0	615	78	178	887	149	214	1406	64
Added	0	0	0	0	0	0	0	0	0
Total	0	615	78	178	887	149	214	1406	64
<b>#45 SR-16 / Sunrise</b>									
Base	10	769	134	441	1442	276	193	1162	51
Added	0	0	0	0	0	0	0	0	0
Total	10	769	134	441	1442	276	193	1162	51

		Ione Casino							
		Cumulative No Project - Friday							
		PM Peak Hour							
Volume	Northbound	Southbound	Eastbound	Westbound	Total				
Type	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Total	Left Thru Right	Left Thru Right	Left Thru Right	Total
<b>#46 SR-16 / Excelsior</b>									
Base	43	103	137	22	312	173	195	1291	268
Added	0	0	0	0	0	0	0	0	0
Total	43	103	137	22	312	173	195	1291	268
<b>#47 SR-16 / Bradshaw</b>									
Base	135	931	94	458	1453	672	425	1152	169
Added	0	0	0	0	0	0	0	0	0
Total	135	931	94	458	1453	672	425	1152	169
<b>#101 SR-49 / Project Access</b>									
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
<b>#174 SR-49 / Project Service Access</b>									
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
<b>#176 Internal Project Intersection</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0

Ione Casino  
 Cumulative No Project - Friday  
 PM Peak Hour

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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	51	236	0	0	180	8	6	0	22	0	0	0
7 SR-49 / Main-	72	219	349	22	154	27	20	94	66	164	80	19
8 SR-49 / Popla	53	686	0	0	395	9	9	0	59	0	0	0
9 SR-49 / Empir	172	697	8	5	480	9	14	2	137	2	9	3
10 SR-49 / SR-16	307	0	133	0	0	0	0	484	526	230	335	0
23 SR-16 / SR-12	14	0	202	0	0	0	0	808	27	75	567	0
24 SR-16 / Latro	0	0	0	197	0	8	6	616	0	0	398	133
25 SR-104 (Prest)	160	288	205	51	313	47	36	28	115	152	25	33
26 SR-104 (Main)	242	10	18	3	11	24	51	285	295	5	212	5
28 SR-88 / SR-12	0	0	0	5	0	226	210	531	0	0	447	3

Ione Casino  
 Cumulative No Project - Friday  
 PM Peak Hour

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 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	51	236	0	0	180	8	6	0	22	0	0	0
7 SR-49 / Main-	72	219	349	22	154	27	20	94	66	164	80	19
8 SR-49 / Popla	53	686	0	0	395	9	9	0	59	0	0	0
9 SR-49 / Empir	172	697	8	5	480	9	14	2	137	2	9	3
10 SR-49 / SR-16	307	0	133	0	0	0	0	484	526	230	335	0
23 SR-16 / SR-12	14	0	202	0	0	0	0	808	27	75	567	0
24 SR-16 / Latro	0	0	0	197	0	8	6	616	0	0	398	133
25 SR-104 (Prest)	160	288	205	51	313	47	36	28	115	152	25	33
26 SR-104 (Main)	242	10	18	3	11	24	51	285	295	5	212	5
28 SR-88 / SR-12	0	0	0	5	0	226	210	531	0	0	447	3

Ione Casino  
 Cumulative No Project - Friday  
 PM Peak Hour

Impact Analysis Report  
 Level Of Service

Intersection	Base Del/ LOS	V/ Veh C	Future Del/ LOS	V/ Veh C	Change in in
# 6 SR-49 / Miller Way	B	10.2	F	246.2	+ 0.000 D/V
# 7 SR-49 / Main-Fiddletown	B	14.1	B	14.1	+ 0.000 D/V
# 8 SR-49 / Poplar	F	56.0	F	56.0	+ 0.000 D/V
# 9 SR-49 / Empire	F	470.7	F	470.7	+ 0.000 D/V
# 10 SR-49 / SR-16	D	28.5	D	28.5	+ 0.000 D/V
# 23 SR-16 / SR-124	F	89.8	F	89.8	+ 0.000 D/V
# 24 SR-16 / Latrobe (Amador)	F	669.6	F	669.6	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (North)	F	111.4	F	111.4	+ 0.000 D/V
# 26 SR-104 (Main) / SR-124 (Church)	F	111.4	F	111.4	+ 0.000 D/V
# 28 SR-88 / SR-124	C	16.6	C	16.6	+ 0.000 D/V

Ione Casino  
 Cumulative No Project - Friday  
 PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	NO	???
# 7 SR-49 / Main-Fiddletown	Yes	???
# 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)	Yes	???
# 26 SR-104 (Main) / SR-124 (Church)	Yes	???
# 28 SR-88 / SR-124	NO	???



Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
Intersection #6 SR-49 / Miller Way  
\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	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.:	56 261 0	0 0 199 9	7 7 0 24	0 0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.2	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=31]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=556]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
Intersection #7 SR-49 / Main-Fiddletown  
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Base 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 1 0 0 1	0 0 1 0 0
Final Vol.:	75 229 365	23 161 28	21 98 69	172 84 20
ApproachDel:	xxxxxx	xxxxxx	26.6	246.2

Approach(eastbound) [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=188]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1347]  
 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=18.8]  
 SUCCEED - vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=275]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1347]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 1 0 0	0 0 1 1 0 0	0 0 0 0 0 0
Final Vol.:	57 738 0	0 425 10	10 10 0 63	0 0 0 0 0
Approachbel:	xxxxxx	xxxxxx	14.1	xxxxxx

Approach(eastbound) [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=73]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=1302]  
SUCCEEDED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

\*\*\*\*\*  
Signal Warrant Report  
\*\*\*\*\*  
Intersection #9 SR-49 / Empire  
\*\*\*\*\*  
Base Volume Alternative: Peak Hour Warrant NOT Met  
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 1 0 0 1	0 0 1 1 0 0
Final Vol.:	183 741 9	5 510 10	15 2 146	2 10 3
Approachbel:	xxxxxx	xxxxxx	20.7	56.0

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=163]  
SUCCEEDED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1634]  
SUCCEEDED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
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=1634]  
SUCCEEDED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
Intersection #10 SR-49 / SR-16  
\*\*\*\*\*

Base 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 1 0 1	1 0 1 0 0
Final Vol.:	318 0 138	0 0 0 0 0	0 502 545	238 347 0
ApproachDel:	470.7	xxxxxx	xxxxxx	xxxxxx

Approach(northbound) [lanes=2] (control=stop)  
 Signal Warrant Rule #1: (vehicle-hours=59.6)  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=456]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2088]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
Intersection #23 SR-16 / SR-124  
\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0
Final Vol.:	14 0 209	0 0 0 0 0	0 835 28	77 586 0
ApproachDel:	28.5	xxxxxx	xxxxxx	xxxxxx

Approach(northbound) [lanes=2] (control=stop)  
 Signal Warrant Rule #1: (vehicle-hours=1.8)  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=223]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1749]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Signal Warrant Report  
 Intersection #24 SR-16 / Latrobe (Amador)  
 Base 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
Movement:	0	0	0	0	0	0	0	1	0	0	0	0
Control:	Stop Sign	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	
Lanes:	0	0	0	0	1	0	0	1	0	0	0	1
Final Vol.:	0	0	0	206	0	8	6	644	0	0	416	139
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	89.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	

Approach(southbound) [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=5.3]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=214]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1419]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Signal Warrant Report  
 Intersection #25 SR-104 (Preston) / SR-124 (North)  
 Base 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
Movement:	0	0	0	0	0	0	0	0	0	0	0	0
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign	Stop Sign	Stop Sign	Stop Sign	
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1
Final Vol.:	169	304	216	54	330	50	38	30	121	160	26	35
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	56.9	xxxxxx	xxxxxx	xxxxxx	xxxxxx	

Approach(eastbound) [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=3.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=189]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1533]  
 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=41.2]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=222]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1533]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Signal Warrant Report

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

Base 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:	0	0	1	0	0	1	0	0	1	0	0	1
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1
Final Vol.:	257	11	19	3	12	25	54	302	313	5	225	5
ApproachDel:	111.4			14.1			xxxxxx			xxxxxx		

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

Signal Warrant Rule #1: [vehicle-hours=8, 9]

SUCCESS - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=286]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1231]

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=0.2]

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

Signal Warrant Rule #2: [approach volume=40]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1231]

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

with four or more approaches.

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
Intersection #28 SR-88 / SR-124  
\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	0	0	0	0	0	0	1	0	1	0	0	1
Lanes:	0	0	0	0	0	0	1	0	1	0	0	1
Final Vol.:	0	0	0	0	0	0	245	228	576	0	0	485
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach(southbound) [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=251]

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

Signal Warrant Rule #3: [approach count=3] [total volume=1542]

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

with less than four approaches.

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

Intersection # SR-49 / Main-Fiddletown

Average Delay (sec/veh): 54.7 Worst Case Level Of Service: F(246.2)

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 Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include Include Include

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

Volume Module:  
Base Vol: 72 219 349 22 154 27 20 94 66 164 80 19

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

Initial Bse: 72 219 349 22 154 27 20 94 66 164 80 19

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

PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 75 229 365 23 161 28 21 98 69 172 84 20

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

Final Vol.: 75 229 365 23 161 28 21 98 69 172 84 20

Critical Gap Module:  
Critical Gap: 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2

Followuprim: 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:  
Conflict Vol: 190 xxxxx xxxxx 595 xxxxx xxxxx 836 967 175 868 798 412

Potent Cap.: 1349 xxxxx xxxxx 953 xxxxx xxxxx 289 256 873 275 321 644

Move Cap.: 1349 xxxxx xxxxx 953 xxxxx xxxxx 206 235 873 161 295 644

Volume/Cap: 0.06 xxxxx xxxxx 0.02 xxxxx xxxxx 0.10 0.42 0.08 1.07 0.28 0.03

Level Of Service Module:  
Queue: 0.2 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx

Stopped Del: 7.8 xxxxx xxxxx 8.9 xxxxx xxxxx xxxxx xxxxx 9.5 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 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 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

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

Intersection # SR-49 / Miller Way

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B(10.2)

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include 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 0 0 0 0

Volume Module:  
Base Vol: 51 236 0 0 180 8 6 0 22 0 0 0

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

Initial Bse: 51 236 0 0 180 8 6 0 22 0 0 0

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

PHF Adj: 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: 56 261 0 0 199 9 7 0 24 0 0 0

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

Final Vol.: 56 261 0 0 199 9 7 0 24 0 0 0

Critical Gap Module:  
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx

Followuprim: 2.3 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:  
Conflict Vol: 208 xxxxx xxxxx xxxxx xxxxx 577 xxxxx 204 xxxxx xxxxx xxxxx

Potent Cap.: 1328 xxxxx xxxxx xxxxx xxxxx 482 xxxxx 842 xxxxx xxxxx xxxxx

Move Cap.: 1328 xxxxx xxxxx xxxxx xxxxx 466 xxxxx 842 xxxxx xxxxx xxxxx

Volume/Cap: 0.04 xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx 0.03 xxxxx xxxxx xxxxx

Level Of Service Module:  
Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Stopped Del: 7.8 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 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 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #8 SR-49 / Poplar  
\*\*\*\*\*  
Average Delay (sec/veh): 1.2 Worst Case Level of Service: B [14.1]  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0  
Volume Module:  
Base Vol: 53 686 0 0 395 9 9 0 59 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  
Initial Bse: 53 686 0 0 395 9 9 0 59 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  
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: 57 738 0 0 425 10 10 0 63 0 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 57 738 0 0 425 10 10 0 63 0 0 0 0  
Critical Gap Module:  
Critical Gap: 4.2 xxx xxxxxx xxx xxx 6.4 xxx 6.2 xxx xxx xxx  
FollowupTm: 2.3 xxx xxxxxx xxx xxx 3.5 xxx 3.3 xxx xxx xxx

Capacity Module:  
Conflict Vol: 434 xxx xxxxxx xxx xxx 1281 xxx 430 xxx xxx xxx  
Potent Cap: 1094 xxx xxxxxx xxx xxx 184 xxx 630 xxx xxx xxx  
Move Cap: 1094 xxx xxxxxx xxx xxx 177 xxx 630 xxx xxx xxx  
Volume/Cap: 0.05 xxx xxx 0.05 xxx 0.10 xxx xxx xxx  
Level of Service Module:  
Queue: 0.2 xxx xxxxxx xxx xxx xxx xxx xxx xxx xxx xxx  
Stopped Del: 8.5 xxx xxxxxx xxx xxx xxx xxx xxx xxx xxx  
LOS by Move: A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap: xxx xxx xxx xxx xxx xxx xxx 470 xxx xxx xxx  
Shared Queue: 0.2 xxx xxx xxx xxx xxx xxx 0.5 xxx xxx xxx  
Shrd StpDel: 8.5 xxx xxx xxx xxx xxx xxx 14.1 xxx xxx xxx  
Shared LOS: A \* \* \* \* \* B \* \* \* \* \*  
ApproachDel: xxxxxx \* \* \* \* \* 14.1 xxxxxx  
ApproachLOS: \* \* \* \* \* B

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #9 SR-49 / Empire  
\*\*\*\*\*  
Average Delay (sec/veh): 3.6 Worst Case Level of Service: F [56.0]  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 1 0 0 0 1 1 0 0 0 1 0 0 1 0 0 1 0 0  
Volume Module:  
Base Vol: 172 697 8 5 480 9 14 2 137 2 9 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 172 697 8 5 480 9 14 2 137 2 9 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: 183 741 9 5 510 10 15 2 146 2 10 3  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 183 741 9 5 510 10 15 2 146 2 10 3  
Critical Gap Module:  
Critical Gap: 4.2 xxx xxxxxx 4.2 xxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2  
FollowupTm: 2.3 xxx xxxxxx 2.3 xxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:  
Conflict Vol: 520 xxx xxxxxx 749 xxx xxxxxx 1642 1640 515 1710 1641 745  
Potent Cap: 1017 xxx xxxxxx 833 xxx xxxxxx 81 101 564 72 101 417  
Move Cap: 1017 xxx xxxxxx 833 xxx xxxxxx 62 80 564 44 80 417  
Volume/Cap: 0.18 xxx xxx 0.01 xxx xxx 0.24 0.03 0.26 0.05 0.12 0.01  
Level of Service Module:  
Queue: 0.7 xxx xxxxxx 0.0 xxx xxxxxx xxx xxx 1.0 xxx xxx xxx  
Stopped Del: 9.3 xxx xxxxxx 9.3 xxx xxxxxx xxx xxx 13.6 xxx xxx xxx  
LOS by Move: A \* \* \* \* \* B \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap: xxx xxx xxx xxx xxx xxx xxx 63 xxx xxx xxx  
Shared Queue: xxx xxx xxx xxx xxx xxx xxx 0.9 xxx xxx xxx  
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx 81.4 xxx xxx xxx  
Shared LOS: \* \* \* \* \* F \* \* \* \* \*  
ApproachDel: xxxxxx \* \* \* \* \* 20.7  
ApproachLOS: \* \* \* \* \* C

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

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

Average Delay (sec/veh): 103.9 Worst Case Level Of Service: F(470.7)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Channel Include Channel Include  
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:  
Base Vol: 307 0 133 0 0 0 0 484 526 230 335 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 307 0 133 0 0 0 0 484 526 230 335 0  
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: 318 0 138 0 0 0 0 502 545 238 347 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 318 0 138 0 0 0 0 502 545 238 347 0

Critical Gap Module:  
Critical Gp: 6.5 xxxxx  
FollowUpTim: 3.6 xxxxx

Capacity Module:  
Conflict Vol: 1325 xxxxx  
Potential Cap.: 167 xxxxx  
Move Cap.: 137 xxxxx  
Volume/Cap: 2.32 xxxxx 0.25

Level Of Service Module:  
Queue: 27.0 xxxxx  
Stopped Del: 668.8 xxxxx  
LOS by Move: F  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx  
Shrd StpDel: xxxxx  
Shared LOS: \*  
ApproachDel: 470.7  
ApproachLOS: F

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

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

Average Delay (sec/veh): 4.1 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 Uncontrolled  
Rights: Channel Include Channel Include  
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:  
Base Vol: 14 0 202 0 0 0 0 808 27 75 567 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 14 0 202 0 0 0 0 808 27 75 567 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 14 0 209 0 0 0 0 835 28 77 586 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 14 0 209 0 0 0 0 835 28 77 586 0

Critical Gap Module:  
Critical Gp: 6.4 xxxxx  
FollowUpTim: 3.5 xxxxx

Capacity Module:  
Conflict Vol: 1575 xxxxx  
Potential Cap.: 119 xxxxx  
Move Cap.: 110 xxxxx  
Volume/Cap: 0.13 xxxxx 0.57

Level Of Service Module:  
Queue: 0.4 xxxxx  
Stopped Del: 42.7 xxxxx  
LOS by Move: E  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx  
Shrd StpDel: xxxxx  
Shared LOS: \*  
ApproachDel: 28.5  
ApproachLOS: D



Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

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

Intersection #24 SR-16 / Latrobe (Amador)

Average Delay (sec/veh): 13.6 Worst Case Level Of Service: F (89.8)

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

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows for North, South, East, West Bound movements.

Critical Gap Module:

Critical Gap: 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx

FollowupPrim: 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Conflict Vol: 1142 xxxxx 485 555 xxxxx xxxxx xxxxx xxxxx

Potent Cap.: 224 xxxxx 586 1011 xxxxx xxxxx xxxxx xxxxx

Move Cap.: 223 xxxxx 586 1011 xxxxx xxxxx xxxxx xxxxx

Volume/Cap: 0.92 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:

Queue: 0.0 xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx

Stopped Del: 0.0 xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx

LOS by Move: A

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

Shared Cap: 228 xxxxx 586 1011 xxxxx xxxxx xxxxx xxxxx

Shared Queue: 8.1 xxxxx 8.1 xxxxx 8.1 xxxxx 8.1 xxxxx

Shrd StpDel: 89.8 xxxxx 89.8 xxxxx 89.8 xxxxx 89.8 xxxxx

Shared LOS: F F F F F F F F F F F F F F F F F F

ApproachDel: 89.8 xxxxx 89.8 xxxxx 89.8 xxxxx 89.8 xxxxx

ApproachLOS: F F F F F F F F F F F F F F F F F F

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

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

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

Average Delay (sec/veh): 105.0 Worst Case Level Of Service: F (669.6)

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled

Rights: Include Include Include Include

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

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows for North, South, East, West Bound movements.

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

FollowupPrim: 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Conflict Vol: 380 xxxxx xxxxx 520 xxxxx xxxxx 1243 1320 355 1287 1237 412

Potent Cap.: 1157 xxxxx xxxxx 1026 xxxxx xxxxx 153 158 693 139 174 634

Move Cap.: 1157 xxxxx xxxxx 1026 xxxxx xxxxx 104 126 693 80 138 634

Volume/Cap: 0.15 xxxxx xxxxx 0.05 xxxxx xxxxx 0.36 0.24 0.17 2.02 0.19 0.05

Level Of Service Module:

Queue: 0.5 xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Stopped Del: 8.6 xxxxx xxxxx 8.7 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: 244 xxxxx xxxxx xxxxx xxxxx xxxxx 244 xxxxx xxxxx 98 xxxxx

Shared Queue: 5.7 xxxxx xxxxx xxxxx xxxxx xxxxx 5.7 xxxxx xxxxx 19.7 xxxxx

Shrd StpDel: 56.9 xxxxx xxxxx xxxxx xxxxx xxxxx 56.9 xxxxx xxxxx 670 xxxxx

Shared LOS: F F F F F F F F F F F F F F F F F F

ApproachDel: 56.9 xxxxx 56.9 xxxxx 56.9 xxxxx 56.9 xxxxx

ApproachLOS: F F F F F F F F F F F F F F F F F F





Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Level of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)  
Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 3.8 Worst Case Level of Service: C [15.1]  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Include Channel 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 0 226 210 531 0 0 447 3  
Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse.: 0 0 0 226 210 531 0 0 447 3  
User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 226 210 531 0 0 447 3  
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 226 210 531 0 0 447 3

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

Capacity Module:  
Conflict Vol.: 1400 xxxxx 449 450 xxxxx xxxxxx xxxxxx xxxxxx  
Potential Cap.: 150 xxxxx 598 1084 xxxxx xxxxxx xxxxxx xxxxxx  
Move Cap.: 128 xxxxx 598 1084 xxxxx xxxxxx xxxxxx xxxxxx  
Volume/Cap.: 0.04 xxxxx 0.38 0.19 xxxxx xxxxxx xxxxxx xxxxxx

Level of Service Module:  
Queue: 0.1 xxxxx 1.8 0.7 xxxxx xxxxxx xxxxxx xxxxxx  
Stopped Del: 34.3 xxxxx 14.6 9.1 xxxxx xxxxxx xxxxxx xxxxxx  
LOS by Move: D \* B A \*  
Movement: L - LTR - RT LTR - RT LTR - RT LTR - RT  
Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shared LOS: \* \* \* \* \*  
ApproachDel: xxxxxx 15.1 C  
ApproachLOS: \* \* \* \* \* xxxxxx

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

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

Average Delay (sec/veh): 105.0 Worst Case Level of Service: F [357.0]  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Include Channel Include Include  
Lanes: 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 1 0

Volume Module:  
Base Vol.: 0 0 0 107 0 564 645 614 0 0 347 81  
Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse.: 0 0 0 107 0 564 645 614 0 0 347 81  
User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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 0 107 0 564 645 614 0 0 347 81  
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 107 0 564 645 614 0 0 347 81

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

Capacity Module:  
Conflict Vol.: 2292 xxxxx 388 428 xxxxx xxxxxx xxxxxx xxxxxx  
Potential Cap.: 41 xxxxx 648 1121 xxxxx xxxxxx xxxxxx xxxxxx  
Move Cap.: 22 xxxxx 648 1121 xxxxx xxxxxx xxxxxx xxxxxx  
Volume/Cap.: 4.77 xxxxx 0.87 0.58 xxxxx xxxxxx xxxxxx xxxxxx

Level of Service Module:  
Queue: 13.5 xxxxx 10.2 3.8 xxxxx xxxxxx xxxxxx xxxxxx  
Stopped Del: 2046 xxxxx 36.5 12.5 xxxxx xxxxxx xxxxxx xxxxxx  
LOS by Move: F \* E B \*  
Movement: L - LTR - RT LTR - RT LTR - RT LTR - RT  
Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shared LOS: \* \* \* \* \*  
ApproachDel: xxxxxx 357.0 F  
ApproachLOS: \* \* \* \* \* xxxxxx

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsimplified Method (Base Volume Alternative)

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

Average Delay (sec/veh): 129.3 Worst Case Level of Service: F(875.9)  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.8  
Optimal Cycle: OPTIMIZED Level of Service: C

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Channel Include

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

Volume Module:

Base Vol: 32 895 2 3 518 262 276 1 20 2 3 2

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

Initial Bse: 32 895 2 3 518 262 276 1 20 2 3 2

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

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

PHF Volume: 32 895 2 3 518 262 276 1 20 2 3 2

Final Vol.: 32 895 2 3 518 262 276 1 20 2 3 2

Critical Gap Module:

Critical Gap: 4.1 xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2

FollowupTIm: 2.2 xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:

Conflict Vol: 518 xxxxx 897 xxxxx xxxxx 1487 1485 518 1626 1484 896

Potent Cap.: 1058 xxxxx 740 xxxxx xxxxx 102 123 554 81 124 336

Move Cap.: 1058 xxxxx 740 xxxxx xxxxx 96 119 554 76 119 336

Volume/Cap: 0.03 xxxxx 0.00 xxxxx xxxxx 2.86 0.01 0.04 0.03 0.03 0.01

Level Of Service Module:

Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx

Stopped Del: 8.5 xxxxx 9.9 xxxxx xxxxx xxxxx 11.7 xxxxx xxxxx xxxxx

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

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

Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 96 xxxxx xxxxx xxxxx 122 xxxxx

Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 26.5 xxxxx xxxxx xxxxx 0.2 xxxxx

Shared LOS: \* \* \* \* \* F \* \* \* \* \* E \* \* \* \* \*

ApproachDel: xxxxx \* xxxxx \* xxxxx \* xxxxx \* xxxxx \* xxxxx \* xxxxx \* xxxxx

ApproachLOS: \* \* \* \* \* F \* \* \* \* \* E \* \* \* \* \*

ApproachLOS: \* \* \* \* \* F \* \* \* \* \* E \* \* \* \* \*

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 SR-88 / Kettleman

Cycle (sec): 85 Critical Vol./Cap. (X): 0.781  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.8  
Optimal Cycle: OPTIMIZED Level of Service: C

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Split Phase Split Phase

Rights: Include Include

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

Volume Module:

Base Vol: 22 672 20 7 439 100 256 104 33 17 77 8

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

Initial Bse: 22 672 20 7 439 100 256 104 33 17 77 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: 22 672 20 7 439 100 256 104 33 17 77 8

Final Vol.: 22 672 20 7 439 100 256 104 33 17 77 8

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

Reduced Vol: 22 672 20 7 439 100 256 104 33 17 77 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.: 22 672 20 7 439 100 256 104 33 17 77 8

Saturation Flow Module:

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

Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.93 0.93 0.93 0.95 0.95 0.95

Lanes: 1.00 0.97 0.03 1.00 0.81 0.19 0.66 0.26 0.08 0.17 0.75 0.08

Final Sat.: 1702 1733 52 1702 1418 323 1151 467 148 302 1366 142

Capacity Analysis Module:

Vol/Sat: 0.01 0.39 0.39 0.00 0.31 0.31 0.22 0.22 0.22 0.06 0.06 0.06

Crit Moves: \*\*\*\*

Green/Cycle: 0.04 0.47 0.47 0.04 0.47 0.47 0.27 0.27 0.27 0.08 0.08 0.08

Volume/Cap: 0.37 0.82 0.82 0.12 0.66 0.66 0.82 0.82 0.82 0.68 0.68 0.68

Delay/Veh: 43.8 26.0 26.0 40.6 19.2 19.2 40.2 40.2 40.2 50.3 50.3 50.3

User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Shared LOS: \* \* \* \* \* F \* \* \* \* \* E \* \* \* \* \*

ApproachDel: xxxxx \* xxxxx \* xxxxx \* xxxxx \* xxxxx \* xxxxx \* xxxxx \* xxxxx

ApproachLOS: \* \* \* \* \* F \* \* \* \* \* E \* \* \* \* \*

ApproachLOS: \* \* \* \* \* F \* \* \* \* \* E \* \* \* \* \*



Ione Casino  
 Cumulative No Project - Friday  
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 SR-16 / Marietta South Pkwy

Cycle (sec): 55 Critical Vol./Cap. (X): 0.553  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.4  
 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 L T R

Control: Permitted Permitted Protected Protected Protected Protected

Rights: Include Include Include Include Include Include

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

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

Volume Module:

Base Vol:	0	0	2	11	3	126	208	834	0	2	445	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	2	11	3	126	208	834	0	2	445	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	2	11	3	126	208	834	0	2	445	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	2	11	3	126	208	834	0	2	445	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	2	11	3	126	208	834	0	2	445	12

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.87	0.77	0.77	0.85	0.92	0.97	1.00	0.92	0.97	0.97
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Final Sat.:	0	0	1644	1144	312	1615	1753	1845	0	1753	1789	48

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.08	0.12	0.45	0.00	0.00	0.25	0.25
Crit Moves:	0	0	0	0	0	0	0	0	0	0	0	0
Green/Cycle:	0.00	0.00	0.09	0.09	0.09	0.33	0.24	0.69	0.00	0.05	0.50	0.50
Volume/Cap:	0.00	0.00	0.01	0.11	0.11	0.24	0.49	0.65	0.00	0.02	0.49	0.49
Delay/Veh:	0	0	22.8	23.3	23.3	13.5	18.9	6.0	0	24.7	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	1.00
AdjDel/Veh:	0.0	0.0	22.8	23.3	23.3	13.5	18.9	6.0	0	24.7	9.4	9.4
HCM2XVg:	0	0	0	0	0	2	4	9	0	0	6	6

Ione Casino  
 Cumulative No Project - Friday  
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 SR-16 / Marietta Pkwy

Cycle (sec): 70 Critical Vol./Cap. (X): 0.815  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.4  
 Optimal Cycle: OPTIMIZED Level Of Service: C

Approach: North Bound South Bound East Bound West Bound

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

Control: Protected Protected Protected Protected Protected Protected

Rights: Include Include Include Include Include Include

Min. Green: 3 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0

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

Volume Module:

Base Vol:	147	195	55	55	114	177	212	938	179	45	469	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	195	55	55	114	177	212	938	179	45	469	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	195	55	55	114	177	212	938	179	45	469	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	195	55	55	114	177	212	938	179	45	469	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	195	55	55	114	177	212	938	179	45	469	55

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	1625	191

Capacity Analysis Module:

Vol/Sat:	0.08	0.10	0.03	0.03	0.06	0.11	0.12	0.51	0.11	0.03	0.29	0.29
Crit Moves:	0	0	0	0	0	0	0	0	0	0	0	0
Green/Cycle:	0.09	0.15	0.19	0.04	0.10	0.29	0.19	0.59	0.69	0.04	0.45	0.45
Volume/Cap:	0.17	0.71	0.60	0.38	0.65	0.86	0.17	0.60	0.17	0.60	0.65	0.65
Delay/Veh:	64.2	34.3	23.8	59.5	35.4	20.5	30.7	19.0	4.0	45.6	16.9	16.9
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:	64.2	34.3	23.8	59.5	35.4	20.5	30.7	19.0	4.0	45.6	16.9	16.9
HCM2XVg:	6	5	1	3	3	6	20	1	2	10	10	10







Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 170 Critical Vol./Cap. (X): 1.561  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 249.6  
 Optimal Cycle: OPTIMIZED Level of Service: F  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 3 7 7 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 0 1  
 Volume Module:  
 Base Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Growth Adj: 1.00  
 Initial Bse: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 User Adj: 1.00  
 PHF Adj: 1.00  
 PHF Volume: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Reduct Vol: 0  
 Reduced Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 PCE Adj: 1.00  
 MLF Adj: 1.00  
 Final Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Saturation Flow Module:  
 Sat/Lane: 1900  
 Adjustment: 0.95 0.98 0.98 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80 0.90 0.94 0.80 0.90 0.94 0.80 0.80  
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1805 1582 276 1805 1900 1615 1702 1792 1523 1702 1792 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.49 0.49 0.24 0.76 0.17 0.11 0.65 0.03 0.04 0.31 0.13  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.02 0.33 0.33 0.17 0.48 0.59 0.12 0.41 0.43 0.02 0.32 0.48  
 Volume/Cap: 0.31 1.47 1.47 1.47 1.59 0.29 0.98 1.59 0.08 1.59 0.98 0.28  
 Delay/Veh: 88.1 278 277.9 300.4 313 17.0 133.4 320 29.0 435.4 90.2 26.4  
 User DelAdj: 1.00  
 AdjDel/Veh: 88.1 278 277.9 300.4 313 17.0 133.4 320 29.0 435.4 90.2 26.4  
 HCM2kAVG: 1 82 82 43 137 7 16 111 2 8 34 6

Ione Casino  
Cumulative No Project - Friday  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #44 SR-16 / Grant Line  
 Cycle (sec): 180 Critical Vol./Cap. (X): 2.009  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 452.3  
 Optimal Cycle: OPTIMIZED 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  
 Min. Green: 7 7 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Growth Adj: 1.00  
 Initial Bse: 0 615 78 178 887 149 214 1406 64 84 618 103  
 User Adj: 1.00  
 PHF Adj: 1.00  
 PHF Volume: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Reduct Vol: 0  
 Reduced Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
 PCE Adj: 1.00  
 MLF Adj: 1.00  
 Final Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Saturation Flow Module:  
 Sat/Lane: 1900  
 Adjustment: 1.00 0.99 0.99 0.98 0.98 0.98 0.98 0.92 0.96 0.96 0.92 0.95 0.95  
 Lanes: 0.00 0.89 0.11 0.15 0.73 0.12 1.00 0.96 0.04 1.00 0.86 0.14  
 Final Sat.: 0 1661 211 272 1355 228 1753 1752 80 1753 1548 258  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.37 0.37 0.65 0.65 0.12 0.80 0.80 0.05 0.40 0.40  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.18 0.18 0.33 0.33 0.10 0.40 0.40 0.02 0.32 0.32  
 Volume/Cap: 0.00 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01 2.01  
 Delay/Veh: 0.0 538 537.7 520.7 521 520.7 225.2 513 513.0 615.7 179 179.5  
 User DelAdj: 1.00  
 AdjDel/Veh: 0.0 538 537.7 520.7 521 520.7 225.2 513 513.0 615.7 179 179.5  
 HCM2kAVG: 0 80 80 140 140 140 20 168 168 12 57 57



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 Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour  
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 Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour  
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Scenario Report

Cumulative No Project Saturday

Command:  
 Volume:  
 Geometry:  
 Existing:  
 Impact Fee:  
 Trip Generation:  
 Trip Distribution:  
 Paths:  
 Routes:  
 Configuration:

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  
Cumulative No Project - Saturday  
PM Peak Hour

Turning Movement Report  
Existing

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
<b>#1 Lettrobe / Old Sacramento</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#2 Main / Sherwood</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#3 Main / Empire</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#4 Main / Poplar</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#5 Main / Mill</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#6 SR-49 / Miller Way</b>					
Base	24	190	8	2	35
Added	0	0	0	0	0
Total	24	190	8	2	35
<b>#7 SR-49 / Main-Fiddletown</b>					
Base	59	200	175	23	58
Added	0	0	0	0	0
Total	59	200	175	23	58
<b>#8 SR-49 / Poplar</b>					
Base	41	447	6	8	53
Added	0	0	0	0	0
Total	41	447	6	8	53
<b>#9 SR-49 / Empire</b>					
Base	81	452	5	28	265
Added	0	0	0	0	0
Total	81	452	5	28	265

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Turning Movement Report  
Existing

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
<b>#10 SR-49 / SR-16</b>					
Base	417	0	0	0	228
Added	0	0	0	0	0
Total	417	0	0	0	228
<b>#11 SR-49 / Main (Drytown)</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#12 SR-49 / Water-Amador Creek</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#13 SR-49 / Gopher Flat</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#14 SR-49 / Eureka</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#15 SR-49 / Church</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#18 SR-49 / SR-88 (North)</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0

		Ione Casino							
		Cumulative No Project - Saturday				PM Peak Hour			
Volume	Type	Northbound	Southbound	Eastbound	Westbound	Left	Thru	Right	Total
#19 SR-49 / Sutter		0	0	0	0	0	0	0	0
Base		0	0	0	0	0	0	0	0
Added		0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0
#20 SR-49 / Hoffman		0	0	0	0	0	0	0	0
Base		0	0	0	0	0	0	0	0
Added		0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0
#21 SR-49 / Main (Jackson)		0	0	0	0	0	0	0	0
Base		0	0	0	0	0	0	0	0
Added		0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0
#22 SR-49 / SR-88 (South)		0	0	0	0	0	0	0	0
Base		0	0	0	0	0	0	0	0
Added		0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0
#23 SR-16 / SR-124		16	86	0	0	0	401	25	79 681
Base		16	86	0	0	0	401	25	79 681
Added		0	0	0	0	0	0	0	0
Total		16	86	0	0	0	401	25	79 681
#24 SR-16 / Latrobe (Amador)		0	0	0	0	6	329	0	484 179 1105
Base		0	0	0	0	6	329	0	484 179 1105
Added		0	0	0	0	0	0	0	0
Total		0	0	0	0	6	329	0	484 179 1105
#25 SR-104 (Preston) / SR-124 (North)		171	248	106	32	226	22	28	33 100 115 76 30 1187
Base		171	248	106	32	226	22	28	33 100 115 76 30 1187
Added		0	0	0	0	0	0	0	0
Total		171	248	106	32	226	22	28	33 100 115 76 30 1187
#26 SR-104 (Main) / SR-124 (Church)		133	10	18	3	5	251	231	23 306 2 1000
Base		133	10	18	3	5	251	231	23 306 2 1000
Added		0	0	0	0	0	0	0	0
Total		133	10	18	3	5	251	231	23 306 2 1000
#27 SR-104 / SR-88		0	0	0	0	0	0	0	0
Base		0	0	0	0	0	0	0	0
Added		0	0	0	0	0	0	0	0
Total		0	0	0	0	0	0	0	0

		Ione Casino							
		Cumulative No Project - Saturday				PM Peak Hour			
Volume	Type	Northbound	Southbound	Eastbound	Westbound	Left	Thru	Right	Total
#28 SR-88 / SR-124		0	0	0	0	193	129	482	0 0 456 3 1269
Base		0	0	0	0	193	129	482	0 0 456 3 1269
Added		0	0	0	0	0	0	0	0 0 0 0 0
Total		0	0	0	0	193	129	482	0 0 456 3 1269
#29 SR-88 / SR-12 (North)		0	0	0	91	0	573	561	394 0 0 413 97 2129
Base		0	0	0	91	0	573	561	394 0 0 413 97 2129
Added		0	0	0	0	0	0	0	0 0 0 0 0
Total		0	0	0	91	0	573	561	394 0 0 413 97 2129
#30 SR-88 / SR-12 (South)		26	673	1	3	536	256	295	1 26 1 0 3 1821
Base		26	673	1	3	536	256	295	1 26 1 0 3 1821
Added		0	0	0	0	0	0	0	0 0 0 0 0
Total		26	673	1	3	536	256	295	1 26 1 0 3 1821
#31 SR-88 / Kettleman		29	524	5	7	440	101	182	49 26 12 62 4 1441
Base		29	524	5	7	440	101	182	49 26 12 62 4 1441
Added		0	0	0	0	0	0	0	0 0 0 0 0
Total		29	524	5	7	440	101	182	49 26 12 62 4 1441
#32 SR-12 / SR-99 SB Ramps		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
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		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
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
#34 Kettleman / SR-99 SB Ramps		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
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
#35 Kettleman / SR-99 NB Ramps		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
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
#36 SR-49 / Pleasant Valley		203	0	273	0	0	0	355	187 217 301 0 1536
Base		203	0	273	0	0	0	355	187 217 301 0 1536
Added		0	0	0	0	0	0	0	0 0 0 0 0
Total		203	0	273	0	0	0	355	187 217 301 0 1536

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

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

#37 SR-16 / Ione

Base	97	0	0	0	0	0	0	353	123	7	463	0	1049
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	0	0	0	0	0	0	353	123	7	463	0	1049

#37 SR-16 / Ione

Base	97	0	0	0	0	0	0	353	123	7	463	0	1049
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	97	0	0	0	0	0	0	353	123	7	463	0	1049

#38 SR-16 / Marietta South Pkwy

Base	0	2	0	0	0	0	117	170	487	2	0	530	24	1336
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	117	170	487	2	0	530	24	1336

#38 SR-16 / Marietta South Pkwy

Base	0	2	0	0	0	0	117	170	487	2	0	530	24	1336
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	117	170	487	2	0	530	24	1336

#39 SR-16 / Marietta Pkwy

Base	134	169	65	43	162	190	242	551	145	58	546	37	2342
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	134	169	65	43	162	190	242	551	145	58	546	37	2342

#39 SR-16 / Marietta Pkwy

Base	134	169	65	43	162	190	242	551	145	58	546	37	2342
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	134	169	65	43	162	190	242	551	145	58	546	37	2342

#40 SR-16 / Stone House

Base	0	0	0	125	0	81	41	819	0	0	781	84	1931
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	81	41	819	0	0	781	84	1931

#40 SR-16 / Stone House

Base	0	0	0	125	0	81	41	819	0	0	781	84	1931
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	81	41	819	0	0	781	84	1931

#41 SR-16 / Latrobe (Sac)

Base	13	0	2	2	0	24	20	876	7	6	908	6	1864
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	0	2	2	0	24	20	876	7	6	908	6	1864

#41 SR-16 / Latrobe (Sac)

Base	13	0	2	2	0	24	20	876	7	6	908	6	1864
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	0	2	2	0	24	20	876	7	6	908	6	1864

#42 SR-16 / Dillard

Base	137	0	87	0	0	0	0	811	133	96	834	0	2098
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	137	0	87	0	0	0	0	811	133	96	834	0	2098

#42 SR-16 / Dillard

Base	137	0	87	0	0	0	0	811	133	96	834	0	2098
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	137	0	87	0	0	0	0	811	133	96	834	0	2098

#43 SR-16 / Sloughhouse

Base	0	0	55	0	0	0	0	963	10	45	916	0	1989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	55	0	0	0	0	963	10	45	916	0	1989

#43 SR-16 / Sloughhouse

Base	0	0	55	0	0	0	0	963	10	45	916	0	1989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	55	0	0	0	0	963	10	45	916	0	1989

#44 SR-16 / Grant Line

Base	13	336	64	60	280	130	74	854	9	77	801	71	2769
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	336	64	60	280	130	74	854	9	77	801	71	2769

#44 SR-16 / Grant Line

Base	13	336	64	60	280	130	74	854	9	77	801	71	2769
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	336	64	60	280	130	74	854	9	77	801	71	2769

#45 SR-16 / Sunrise

Base	15	459	78	337	588	146	127	529	22	76	610	338	3325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	459	78	337	588	146	127	529	22	76	610	338	3325

#45 SR-16 / Sunrise

Base	15	459	78	337	588	146	127	529	22	76	610	338	3325
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	459	78	337	588	146	127	529	22	76	610	338	3325

#46 SR-16 / Excelsior

Base	50	74	62	43	122	158	144	563	92	46	697	17	2068
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	74	62	43	122	158	144	563	92	46	697	17	2068

#46 SR-16 / Excelsior

Base	50	74	62	43	122	158	144	563	92	46	697	17	2068
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	74	62	43	122	158	144	563	92	46	697	17	2068

#47 SR-16 / Bradshaw

Base	108	710	63	386	920	227	268	388	107	80	490	350	4097
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	108	710	63	386	920	227	268	388	107	80	490	350	4097

#47 SR-16 / Bradshaw

Base	108	710	63	386	920	227	268	388	107	80	490	350	4097
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	108	710	63	386	920	227	268	388	107	80	490	350	4097

#101 SR-49 / Project Access

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#101 SR-49 / Project Access

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#174 SR-49 / Project Service Access

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#174 SR-49 / Project Service Access

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#176 Internal Project Intersection

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

#176 Internal Project Intersection

Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

Intersection Volume Report  
 Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	L	--	T	L	--	T	L	--	T
6 SR-49 / Mille	24	258	0	0	190	8	2	0	35	0	0	0
7 SR-49 / Main-	59	200	175	19	175	23	27	58	45	242	122	22
8 SR-49 / Popla	41	447	0	0	476	6	8	0	53	0	0	0
9 SR-49 / Empir	81	452	5	2	524	16	28	0	265	5	3	0
10 SR-49 / SR-16	417	0	166	0	0	0	0	0	228	259	276	343
23 SR-16 / SR-12	16	0	86	0	0	0	0	0	401	25	79	681
24 SR-16 / Latro	0	0	0	101	0	6	6	329	0	0	484	179
25 SR-104 (Prest)	171	248	106	32	226	22	28	33	100	115	76	30
26 SR-104 (Main)	133	10	18	3	5	13	5	251	231	23	306	2
28 SR-88 / SR-12	0	0	0	6	0	193	129	482	0	0	456	3

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

Intersection Volume Report  
 Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T	L	--	T	L	--	T	L	--	T
6 SR-49 / Mille	24	258	0	0	190	8	2	0	35	0	0	0
7 SR-49 / Main-	59	200	175	19	175	23	27	58	45	242	122	22
8 SR-49 / Popla	41	447	0	0	476	6	8	0	53	0	0	0
9 SR-49 / Empir	81	452	5	2	524	16	28	0	265	5	3	0
10 SR-49 / SR-16	417	0	166	0	0	0	0	0	228	259	276	343
23 SR-16 / SR-12	16	0	86	0	0	0	0	0	401	25	79	681
24 SR-16 / Latro	0	0	0	101	0	6	6	329	0	0	484	179
25 SR-104 (Prest)	171	248	106	32	226	22	28	33	100	115	76	30
26 SR-104 (Main)	133	10	18	3	5	13	5	251	231	23	306	2
28 SR-88 / SR-12	0	0	0	6	0	193	129	482	0	0	456	3



Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

Impact Analysis Report  
 Level Of Service

Intersection	LOS	Base Del/V	Future Del/V	Change in
# 6 SR-49 / Miller Way	A	9.7 0.000	9.7 0.000	+ 0.000 D/V
# 7 SR-49 / Main-Fiddletown	F	172.2 0.000	172.2 0.000	+ 0.000 D/V
# 8 SR-49 / Poplar	B	13.6 0.000	13.6 0.000	+ 0.000 D/V
# 9 SR-49 / Empire	F	72.1 0.000	72.1 0.000	+ 0.000 D/V
# 10 SR-49 / SR-16	F	509.9 0.000	509.9 0.000	+ 0.000 D/V
# 23 SR-16 / SR-124	B	14.9 0.000	14.9 0.000	+ 0.000 D/V
# 24 SR-16 / Latrobe (Amador)	D	25.1 0.000	25.1 0.000	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor	F	392.4 0.000	392.4 0.000	+ 0.000 D/V
# 26 SR-104 (Main) / SR-124 (Church	D	33.1 0.000	33.1 0.000	+ 0.000 D/V
# 28 SR-88 / SR-124	C	15.4 0.000	15.4 0.000	+ 0.000 D/V

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	No	???
# 7 SR-49 / Main-Fiddletown	Yes	???
# 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	???

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Signal Warrant Report  
\*\*\*\*\*  
Intersection #6 SR-49 / Miller Way  
\*\*\*\*\*

Base Volume Alternative: Peak Hour Warrant NOT Met  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Lanes: 1 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0  
Final Vol.: 26 279 0 0 205 9 2 0 38 0 0 0 0 0 0  
ApproachDel: xxxxxx xxxxxx 9.7 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=40]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=558]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Signal Warrant Report  
\*\*\*\*\*  
Intersection #7 SR-49 / Main-Fiddletown  
\*\*\*\*\*

Base 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 1 0 0 1 0 0 1 0 0  
Final Vol.: 60 204 178 19 178 23 28 59 46 247 124 22  
ApproachDel: xxxxxx xxxxxx 17.9

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=133]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1190]  
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=18.8]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=393]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1190]  
SUCCEED - Total volume greater than or equal to 800 for intersection  
with four or more approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #8 SR-49 / Poplar  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0 0  
 Final Vol.: 43 474 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0 0 0  
 ApproachDel: xxxxxx xxxxxx 13.6 xxxxxx  
 \*\*\*\*\*  
 Approach(eastbound) [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=65]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1092]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #9 SR-49 / Empire  
 \*\*\*\*\*  
 Base Volume Alternative: Peak Hour Warrant NOT Met  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 1 0 0 1 0 1 0 0 0  
 Final Vol.: 89 498 6 2 578 18 31 0 292 6 1 0 0 0  
 ApproachDel: xxxxxx xxxxxx 22.7  
 \*\*\*\*\*  
 Approach(eastbound) [lanes=2] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=2.0]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=323]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1523]  
 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=0.2]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=9]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1523]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
 Intersection #10 SR-49 / SR-16  
 Base Volume Alternative: Peak Hour Warrant Met  
 Approach: North Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R  
 Control: Stop Sign Uncontrolled Uncontrolled  
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 429 0 171 0 0 0 0 0 0 235 267 284 353 0  
 ApproachDel: 509.9 xxxxxx  
 Approach(northbound) [lanes=2] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=85.0]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=600]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1759]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
 Intersection #23 SR-16 / SR-124  
 Base Volume Alternative: Peak Hour Warrant NOT Met  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Uncontrolled Uncontrolled  
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 17 0 93 0 0 0 0 0 0 434 27 85 737 0  
 ApproachDel: 14.9 xxxxxx  
 Approach(northbound) [lanes=2] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=0.5]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=110]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1394]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
 Intersection #24 SR-16 / Latrobe (Amador)  
 Base Volume Alternative: Peak Hour Warrant NOT Met  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Lanes: 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0  
 Final Vol.: 0 0 0 0 107 0 6 6 348 0 0 512 189  
 ApproachDel: xxxxxx 25.1 xxxxxx xxxxxx  
 Approach(southbound)[lanes=1](control=Stop)  
 Signal Warrant Rule #1: (vehicle-hours=0.8)

FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=113]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1168]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
 Intersection #25 SR-104 (Preston) / SR-124 (North)  
 Base 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  
 Final Vol.: 190 276 118 36 252 24 31 37 111 128 85 33  
 ApproachDel: xxxxxx xxxxxx 43.6  
 Approach(eastbound)[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=179]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1322]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0
Final Vol.:	146 11 20	3 5 14	5 275 253	25 336 2
ApproachDel:	33.1	13.9	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=177]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1096]  
 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=23]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1096]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 1 0 0	0 0 0 1 0
Final Vol.:	0 0 0 0 0	6 0 206	138 516	0 0 488 3
ApproachDel:	xxxxxx	15.4	xxxxxx	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=213]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1357]  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

Intersection #6 SR-49 / Miller Way

Average Delay (sec/veh): 1.1 Worst Case Level of Service: A [ 9.7]  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Include Stop Sign  
Rights: Include Include Include Include  
Lanes: 1 0 1 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0

Volume Module:  
Base Vol.: 24 258 0 0 190 8 2 0 35 0 0 0  
Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse.: 24 258 0 0 190 8 2 0 35 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: 26 279 0 0 205 9 2 0 38 0 0 0  
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 26 279 0 0 205 9 2 0 38 0 0 0

Critical Gap Module:  
Critical Gap: 4.2 xxx xxxxxx 6.4 xxx 6.2 xxxxxx xxxxxx  
FollowupTm: 2.3 xxx xxxxxx 3.5 xxx 3.3 xxxxxx xxxxxx

Capacity Module:  
Conflict Vol.: 214 xxx xxxxxx 540 xxx 210 xxx xxxxxx  
Potential Cap.: 1321 xxx xxxxxx 506 xxx 836 xxx xxxxxx  
Move Cap.: 1321 xxx xxxxxx 499 xxx 836 xxx xxxxxx  
Volume/Cap.: 0.02 xxx xxxxxx 0.00 xxx 0.05 xxx xxxxxx

Level of Service Module:  
Queue: 0.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Stopped Del: 7.8 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
LOS by Move: A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxx xxxxxx xxx xxxxxx xxx 806 xxxxxx xxxxxx  
SharedQueue: xxxxxx xxx xxxxxx xxxxxx 0.2 xxxxxx xxxxxx  
Shrd StpDel: xxxxxx xxx xxxxxx xxxxxx 9.7 xxxxxx xxxxxx  
Shared LOS: \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: xxxxxx \* xxxxxx \* 9.7 \* xxxxxx \*  
ApproachLOS: \* \* \* \* \* A

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

Intersection #7 SR-49 / Main-Fiddletown

Average Delay (sec/veh): 59.5 Worst Case Level of Service: F [17.2]  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Include Stop Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 0 0 1 0 0

Volume Module:  
Base Vol.: 59 200 175 19 175 23 27 58 45 242 122 22  
Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse.: 59 200 175 19 175 23 27 58 45 242 122 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.: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
PHF Volume: 60 204 178 19 178 23 28 59 46 247 124 22  
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 60 204 178 19 178 23 28 59 46 247 124 22

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

Capacity Module:  
Conflict Vol.: 202 xxx xxxxxx 382 xxx xxxxxx 716 731 190 695 654 293  
Potential Cap.: 1335 xxx xxxxxx 1144 xxx xxxxxx 348 351 857 359 389 751  
Move Cap.: 1335 xxx xxxxxx 1144 xxx xxxxxx 237 329 857 380 364 751  
Volume/Cap.: 0.05 xxx xxxxxx 0.02 xxx xxxxxx 0.12 0.18 0.05 0.88 0.34 0.03

Level of Service Module:  
Queue: 0.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Stopped Del: 7.8 xxx xxxxxx 8.2 xxx xxxxxx xxxxxx xxxxxx 9.4 xxxxxx xxxxxx  
LOS by Move: A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxx xxxxxx xxx xxxxxx xxx 293 xxx xxxxxx xxx 314 xxxxxx  
SharedQueue: xxxxxx xxx xxxxxx xxxxxx 1.2 xxx xxxxxx xxxxxx 18.1 xxxxxx  
Shrd StpDel: xxxxxx xxx xxxxxx xxxxxx 22.4 xxx xxxxxx xxxxxx 172 xxxxxx  
Shared LOS: \* \* \* \* \* C \* \* \* \* \* F  
ApproachDel: xxxxxx \* xxxxxx \* 17.9 \* xxxxxx \*  
ApproachLOS: \* \* \* \* \* C

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour  
 Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #8 SR-49 / Poplar

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B (13.6)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0

Volume Module:  
 Base Vol: 41 447 0 0 476 6 8 0 53 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 41 447 0 0 476 6 8 0 53 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: 43 474 0 0 504 6 8 0 56 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 43 474 0 0 504 6 8 0 56 0 0 0

Critical Gap Module:  
 Critical Gp: 4.2 xxxxx xxxxx xxxxx 6.4 xxxx 6.2 xxxxx xxxxx xxxxx  
 FollowupTIm: 2.3 xxxxx xxxxx xxxxx 3.5 xxxx 3.3 xxxxx xxxxx xxxxx  
 Capacity Module:  
 Conflict vol: 511 xxxxx xxxxx xxxxx xxxxx 1068 xxxx 507 xxxxx xxxxx xxxxx  
 Potent Cap.: 1025 xxxxx xxxxx xxxxx xxxxx 248 xxxx 569 xxxxx xxxxx xxxxx  
 Move Cap.: 1025 xxxxx xxxxx xxxxx xxxxx 239 xxxxx 569 xxxxx xxxxx xxxxx  
 Volume/Cap: 0.04 xxxxx xxxxx xxxxx xxxxx 0.04 xxxxx 0.10 xxxxx xxxxx xxxxx

Level Of Service Module:  
 Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Stopped Del: 9.7 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 xxxxx xxxxx xxxxx  
 SharedQueue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: 8.7 xxxxx xxxxx xxxxx xxxxx xxxxx 13.6 xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: A \* \* \* \* \* B \* \* \* \* \*  
 ApproachDel: xxxxxx xxxxxx 13.6 xxxxxx  
 ApproachLOS: B

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour  
 Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 SR-49 / Empire

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: F (72.1)  
 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 1 0 0 0 0

Volume Module:  
 Base Vol: 81 452 5 2 524 16 28 0 265 5 3 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 81 452 5 2 524 16 28 0 265 5 3 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 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: 89 498 6 2 578 18 31 0 292 6 3 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 89 498 6 2 578 18 31 0 292 6 3 0

Critical Gap Module:  
 Critical Gp: 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx 7.1 xxxxx 6.2 7.1 6.5 xxxxx  
 FollowupTIm: 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 xxxxx 3.3 3.5 4.0 xxxxx  
 Capacity Module:  
 Conflict Vol: 595 xxxxx xxxxx 504 xxxxx xxxxx 1272 xxxxx 587 1417 1279 xxxxx  
 Potent Cap.: 952 xxxxx xxxxx 1030 xxxxx xxxxx 146 xxxxx 514 116 167 xxxxx  
 Move Cap.: 952 xxxxx xxxxx 1030 xxxxx xxxxx 132 xxxxx 514 46 151 xxxxx  
 Volume/Cap: 0.09 xxxxx xxxxx 0.00 xxxxx xxxxx 0.23 xxxxx 0.57 0.12 0.02 xxxxx

Level Of Service Module:  
 Queue: 0.3 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx xxxxx xxxxx  
 Stopped Del: 9.2 xxxxx xxxxx 8.5 xxxxx xxxxx xxxxx xxxxx 20.9 xxxxx xxxxx xxxxx  
 LOS by Move: A \* \* \* \* \* C \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 132 xxxxx xxxxx 62 xxxxx xxxxx  
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 40.3 xxxxx xxxxx 0.5 xxxxx xxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 40.3 xxxxx xxxxx 72.1 xxxxx xxxxx  
 Shared LOS: \* \* \* \* \* E \* \* \* \* \* F \* \* \* \* \*  
 ApproachDel: xxxxxx xxxxxx 22.7 C  
 ApproachLOS: F



Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

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

Intersection #10 SR-49 / SR-16

Average Delay (sec/veh): 177.4 Worst Case Level Of Service: F(509.9)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 Control: Stop Sign Uncontrolled Uncontrolled  
 Rights: Channel Include Channel  
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 1 0 0 0

Volume Module:  
 Base Vol.: 417 0 166 0 0 0 0 228 259 276 343 0  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 417 0 166 0 0 0 0 228 259 276 343 0  
 User Adj.: 1.00 1.00 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: 429 0 171 0 0 0 0 235 267 284 353 0  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 429 0 171 0 0 0 0 235 267 284 353 0

Critical Gap Module:  
 Critical Gap: 6.5 XXXX 6.3 XXXX XXXX XXXX XXXX XXXX 4.2 XXXX XXXX  
 FollowupTIm: 3.6 XXXX 3.4 XXXX XXXX XXXX XXXX XXXX 2.3 XXXX XXXX

Capacity Module:  
 Conflict Vol.: 1157 XXXX 235 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Potential Cap.: 211 XXXX 790 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Move Cap.: 176 XXXX 790 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Volume/Cap: 2.44 XXXX 0.22 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX

Level Of Service Module:  
 Queue: 36.2 XXXX 0.8 XXXX XXXX XXXX XXXX XXXX XXXX 0.8 XXXX XXXX  
 Stopped Del: 708.6 XXXX 10.8 XXXX XXXX XXXX XXXX XXXX 8.5 XXXX XXXX  
 LOS by Move: F \* \* \* \* B \* \* \* \* A \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Shared Queue: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Shared Stopped: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Shared LOS: \*  
 ApproachDel: 509.9 F XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX  
 ApproachLOS: F XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

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

Intersection #23 SR-16 / SR-124

Average Delay (sec/veh): 1.7 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  
 Control: Stop Sign Uncontrolled Uncontrolled  
 Rights: Channel Include Channel  
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Volume Module:  
 Base Vol.: 16 0 86 0 0 0 0 0 401 25 79 681 0  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 16 0 86 0 0 0 0 0 401 25 79 681 0  
 User Adj.: 1.00 1.00 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: 17 0 93 0 0 0 0 0 434 27 85 737 0  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 17 0 93 0 0 0 0 0 434 27 85 737 0

Critical Gap Module:  
 Critical Gap: 6.4 XXXX 6.3 XXXX XXXX XXXX XXXX XXXX 4.2 XXXX XXXX  
 FollowupTIm: 3.5 XXXX 3.3 XXXX XXXX XXXX XXXX XXXX 2.3 XXXX XXXX

Capacity Module:  
 Conflict Vol.: 1342 XXXX 434 XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Potential Cap.: 165 XXXX 616 XXXX XXXX XXXX XXXX XXXX 1094 XXXX XXXX  
 Move Cap.: 155 XXXX 616 XXXX XXXX XXXX XXXX XXXX 1094 XXXX XXXX  
 Volume/Cap: 0.11 XXXX 0.15 XXXX XXXX XXXX XXXX XXXX 0.08 XXXX XXXX

Level Of Service Module:  
 Queue: 0.4 XXXX 0.5 XXXX XXXX XXXX XXXX XXXX XXXX 0.3 XXXX XXXX  
 Stopped Del: 31.0 XXXX 11.9 XXXX XXXX XXXX XXXX XXXX 8.6 XXXX XXXX  
 LOS by Move: D \* \* \* \* B \* \* \* \* A \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Shared Queue: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Shared Stopped: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Shared LOS: \*  
 ApproachDel: 14.9 B XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX  
 ApproachLOS: B XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

Intersection #24 SR-16 / Latrobe (Amador)

Average Delay (sec/veh): 2.5 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 Stop Sign Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0

Volume Module:  
Base Vol: 0 0 0 101 0 6 6 329 0 0 484 179  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 101 0 6 6 329 0 0 484 179  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 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 0 107 0 6 6 348 0 0 512 189  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 0 0 0 107 0 6 6 348 0 0 512 189

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

Capacity Module:  
Conflict Vol: xxxxx xxxx xxxxx 967 xxxxx 606 701 xxxx xxxxx xxxxx xxxxx xxxxx  
Potential Cap.: xxxxx xxxx xxxxx 284 xxxxx 501 892 xxxx xxxxx xxxxx xxxxx xxxxx  
Move Cap.: xxxxx xxxx xxxxx 283 xxxxx 501 892 xxxx xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: xxxxx xxxx xxxxx 0.38 xxxxx 0.01 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:  
Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.1 xxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: \* \* \* \* \* A \* \* \* \* \*  
Movement: \* \* \* \* \* LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxx xxxxx xxxxx 290 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue:xxxxx xxxx xxxxx xxxxx 1.8 xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx  
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 25.1 xxxxx 9.1 xxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \* \* \* \* \* D \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: xxxxxx \* \* \* \* \* xxxxxx \* \* \* \* \* xxxxxx \* \* \* \* \*  
ApproachLOS: \* \* \* \* \* 25.1 D

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

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

Average Delay (sec/veh): 80.4 Worst Case Level Of Service: F (392.4)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0

Volume Module:  
Base Vol: 171 248 106 106 32 226 22 28 33 100 115 76 30  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 171 248 106 106 32 226 22 28 33 100 115 76 30  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
PHF Volume: 190 276 118 118 36 252 24 31 37 111 128 85 33  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 190 276 118 118 36 252 24 31 37 111 128 85 33

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

Capacity Module:  
Conflict Vol: 276 xxxx xxxxx 394 xxxx xxxxx 1110 1110 264 1125 1063 335  
Potential Cap.: 1264 xxxx xxxxx 1143 xxxx xxxxx 188 211 780 180 220 700  
Move Cap.: 1264 xxxx xxxxx 1143 xxxx xxxxx 97 170 780 110 177 700  
Volume/Cap: 0.15 xxxx xxxxx 0.03 xxxx xxxxx 0.32 0.22 0.14 1.17 0.48 0.05

Level Of Service Module:  
Queue: 0.5 xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: 8.4 xxxx xxxxx 8.3 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: A \* \* \* \* \* A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 263 xxxxx xxxxx 146 xxxxx  
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 4.5 xxxxx xxxxx 17.8 xxxxx  
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 43.6 xxxxx xxxxx 392 xxxxx  
Shared LOS: \* \* \* \* \* \* \* \* \* \* E \* \* \* \* \* P \* \* \* \* \*  
ApproachDel: xxxxxx \* \* \* \* \* xxxxxx \* \* \* \* \* 43.6  
ApproachLOS: \* \* \* \* \* \* \* \* \* \* E

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C(15.4)

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 Channel Include

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

Volume Module:

Table with 17 columns: Base Vol, Growth Adj, Initial Base, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows include Base Vol (0, 0, 0, 0, 6, 0, 6, 0, 193, 129, 482, 0, 0, 456, 3), Growth Adj (1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00), Initial Base (0, 0, 0, 0, 6, 0, 6, 0, 183, 129, 482, 0, 0, 456, 3), User Adj (1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00), PHF Adj (0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94, 0.94), PHF Volume (0, 0, 0, 0, 6, 0, 6, 0, 206, 138, 516, 0, 0, 488, 3), Reduct Vol (0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0), Final Vol (0, 0, 0, 0, 6, 0, 6, 0, 206, 138, 516, 0, 0, 488, 3).

Critical Gap Module:

Table with 2 columns: Critical Gap, Followupprim. Values: 6.5, 3.6, 4.2, 2.3, 3.4, 3.4, 2.3, 3.4, 3.4, 2.3, 3.4, 3.4, 2.3, 3.4, 3.4, 2.3, 3.4.

Capacity Module:

Table with 2 columns: Conflict Vol, Potent Cap, Move Cap, Volume/Cap. Values: 1281, 178, 160, 0.04, 491, 567, 567, 1047, 0.13, 491, 567, 567, 1047, 0.13, 491, 567, 567, 1047.

Level Of Service Module:

Table with 2 columns: Queue, Stopped Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.1, 28.5, A, D, 15.4, C, 15.4, C, 15.4, C, 15.4, C, 15.4, C, 15.4, C, 15.4, C.

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

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

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: D(31.1)

Approach: North Bound South Bound East Bound West Bound

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Channel Include

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

Volume Module:

Table with 17 columns: Base Vol, Growth Adj, Initial Base, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol. Rows include Base Vol (133, 10, 18, 3, 5, 13, 5, 251, 231, 306, 2, 23, 306, 2), Growth Adj (1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00), Initial Base (133, 10, 18, 3, 5, 13, 5, 251, 231, 306, 2, 23, 306, 2), User Adj (1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00), PHF Adj (0.91, 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 (146, 11, 20, 3, 5, 14, 5, 275, 253, 336, 2, 25, 336, 2), Reduct Vol (0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0), Final Vol (146, 11, 20, 3, 5, 14, 5, 275, 253, 336, 2, 25, 336, 2).

Critical Gap Module:

Table with 2 columns: Critical Gap, Followupprim. Values: 7.2, 3.5, 4.2, 2.3, 6.6, 4.0, 3.3, 2.3, 4.2, 3.3, 4.2, 2.3, 6.6, 4.0, 3.3, 2.3, 4.2.

Capacity Module:

Table with 2 columns: Conflict Vol, Potent Cap, Move Cap, Volume/Cap. Values: 810, 295, 278, 0.52, 810, 295, 278, 0.52, 338, 1199, 1199, 1019, 0.02, 338, 1199, 1199, 1019, 0.02.

Level Of Service Module:

Table with 2 columns: Queue, Stopped Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, ApproachLOS. Values include 0.0, 8.0, A, A, 31.1, B, 31.1, B, 31.1, B, 31.1, B, 31.1, B, 31.1, B.



Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

Intersection #28 SR-88 / SR-124  
Average Delay (sec/veh): 3.1 Worst Case Level Of Service: B (14.4)  
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 Channel Include  
Lanes: 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 1 0

Volume Module:  
Base Vol.: 0 0 6 0 193 129 482 0 0 456 3  
Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 6 0 193 129 482 0 0 456 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: 0 0 6 0 193 129 482 0 0 456 3  
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 6 0 193 129 482 0 0 456 3

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

Capacity Module:  
Conflict Vol.:xxxx xxx 458 459 xxx xxxxxx xxxxxx  
Potent Cap.: xxxx xxx xxx 591 1076 xxx xxxxxx xxxxxx  
Move Cap.: xxxx xxx xxx 181 xxx 591 1076 xxx xxxxxx xxxxxx  
Volume/Cap.:xxxx xxx xxx 0.03 xxx 0.33 0.12 xxx xxx xxxxxx

Level Of Service Module:  
Queue: xxxxxx xxxxxx 0.1 xxx 1.4 0.4 xxx xxxxxx xxxxxx  
Stopped Del:xxxxx xxx xxx 25.5 xxx 14.0 8.8 xxx xxxxxx xxxxxx  
LOS by Move: \* \* \* B A \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
SharedQueue:xxxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel:xxxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
ApproachDel: xxxxxx 14.4 B  
ApproachLOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

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

Intersection #29 SR-88 / SR-12 (North)  
Average Delay (sec/veh): 56.0 Worst Case Level Of Service: F (169.2)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Uncontrolled Uncontrolled  
Rights: Include Channel Include  
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0

Volume Module:  
Base Vol.: 0 0 0 0 91 0 573 561 394 0 0 413 97  
Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 0 91 0 573 561 394 0 0 413 97  
User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 91 0 573 561 394 0 0 413 97  
Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 0 91 0 573 561 394 0 0 413 97

Critical Gap Module:  
Critical Gp:xxxxxx xxx xxx 6.5 xxx 6.3 4.1 xxx xxxxxx xxxxxx  
FollowUpTim:xxxxxx xxx xxx 3.6 xxx 3.4 2.2 xxx xxxxxx xxxxxx

Capacity Module:  
Conflict Vol.:xxxx xxx xxx 1978 xxx 462 510 xxx xxxxxx xxxxxx  
Potent Cap.: xxxx xxx xxx 65 xxx 588 1045 xxx xxxxxx xxxxxx  
Move Cap.: xxxx xxx xxx 38 xxx 588 1045 xxx xxxxxx xxxxxx  
Volume/Cap.:xxxx xxx xxx 2.41 xxx 0.97 0.54 xxx xxx xxxxxx

Level Of Service Module:  
Queue: xxxxxx xxx xxx 10.1 xxx 13.8 3.3 xxx xxxxxx xxxxxx  
Stopped Del:xxxxx xxx xxx 871.8 xxx 57.6 12.4 xxx xxxxxx xxxxxx  
LOS by Move: \* \* \* F B \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
SharedQueue:xxxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel:xxxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
ApproachDel: xxxxxx 169.2 F  
ApproachLOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Base Volume Alternative)  
 Intersection #10 SR-88 / SR-12 (South)  
 Average Delay (sec/veh): 94.4 Worst Case Level Of Service: F(532.6)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Channel Include Include Include  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0  
 Volume Module:  
 Base Vol.: 26 673 1 3 536 256 295 1 26 1 0 3  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 26 673 1 3 536 256 295 1 26 1 0 3  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 26 673 1 3 536 256 295 1 26 1 0 3  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 26 673 1 3 536 256 295 1 26 1 0 3  
 Critical Gap Module:  
 Critical Gap: 4.1 xxxxx xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2  
 FollowUpTim: 2.2 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3  
 Capacity Module:  
 Conflict Vol.: 536 xxxxx xxxxx 674 xxxxx xxxxx 1269 1268 536 1409 xxxxx 674  
 Potent Cap.: 1042 xxxxx xxxxx 899 xxxxx xxxxx 144 167 541 115 xxxxx 451  
 Move Cap.: 1042 xxxxx xxxxx 899 xxxxx xxxxx 140 162 541 107 xxxxx 451  
 Volume/Cap.: 0.02 xxxxx xxxxx 0.00 xxxxx xxxxx 2.11 0.01 0.05 0.01 xxxxx 0.01  
 Level Of Service Module:  
 Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx  
 Stopped Del.: 8.5 xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx xxxxx 12.0 xxxxx xxxxx xxxxx  
 LOS by Move: A \* \* \* \* \* A \* \* \* \* \* B \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 140 xxxxx xxxxx xxxxx 250 xxxxx  
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 24.1 xxxxx xxxxx xxxxx 0.0 xxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 578.4 xxxxx xxxxx xxxxx 19.7 xxxxx  
 Shared LOS: \* \* \* \* \* \* \* \* \* \* \* F \* \* \* \* \* C \* \* \* \* \*  
 ApproachDel: xxxxxx xxxxxx xxxxxx 532.6 F 19.7 C  
 ApproachLOS: \* \* \* \* \* \* \* \* \* \* \* F C

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #11 SR-88 / Kettleman  
 Cycle (sec): 65 Critical Vol./Cap. (X): 0.634  
 Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 19.7  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0  
 Volume Module:  
 Base Vol.: 29 524 5 7 440 101 182 49 26 12 62 4  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 29 524 5 7 440 101 182 49 26 12 62 4  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 29 524 5 7 440 101 182 49 26 12 62 4  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 29 524 5 7 440 101 182 49 26 12 62 4  
 PCE Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 29 524 5 7 440 101 182 49 26 12 62 4  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
 Lanes: 1.00 0.99 0.01 1.00 0.81 0.19 0.71 0.19 0.10 0.15 0.80 0.05  
 Final Sat.: 1702 1773 17 1702 1416 325 1244 335 178 280 1445 93  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.30 0.30 0.00 0.31 0.31 0.15 0.15 0.15 0.04 0.04 0.04  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.05 0.45 0.45 0.05 0.45 0.45 0.21 0.21 0.21 0.11 0.11 0.11  
 Volume/Cap: 0.37 0.66 0.66 0.09 0.69 0.69 0.69 0.69 0.69 0.40 0.40 0.40  
 Delay/Veh: 33.0 16.0 16.0 30.2 16.9 16.9 29.1 29.1 29.1 28.4 28.4 28.4  
 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: 33.0 16.0 16.0 30.2 16.9 16.9 29.1 29.1 29.1 28.4 28.4 28.4  
 HCM2KAVG: 1 9 9 0 10 10 6 6 6 2 2 2



Cumulative No Project - Saturday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #38 SR-16 / Marietta South Pkwy
Cycle (sec): 45 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.4
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 Protected Protected Protected
Rights: Include Ovl Include
Min. Green: 5 5 5 5 3 7 7 3 7 7 3 7 7

Lanes: 0 1 0 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0
Volume Module:
Base Vol: 0 2 0 0 117 170 487 2 0 530 24

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 2 0 4 0 117 170 487 2 0 530 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 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 2 0 4 0 117 170 487 2 0 530 24
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.: 0 2 0 4 0 117 170 487 2 0 530 24

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 1.00 1.00 0.85 0.92 0.97 0.97 1.00 0.97 0.97 1.00 0.96 0.04

Lanes: 0 1900 0 1520 0 1615 1753 1836 8 1900 1754 79
Final Sat.: 0 1900 0 1520 0 1615 1753 1836 8 1900 1754 79

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.10 0.27 0.27 0.00 0.30 0.30 0.00 0.30 0.30

Crit Moves: \*\*\*\*
Green/Cycle: 0.00 0.11 0.00 0.28 0.17 0.69 0.69 0.00 0.52 0.52 0.00 0.52 0.52

Volume/Cap: 0.00 0.01 0.00 0.02 0.00 0.26 0.56 0.39 0.39 0.00 0.58 0.58 0.58
Delay/Veh: 0.0 17.8 0.0 17.9 0.0 12.9 20.2 3.2 3.2 0.0 8.3 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 1.00
AdjDel/Veh: 0.0 17.8 0.0 17.9 0.0 12.9 20.2 3.2 3.2 0.0 8.3 8.3 8.3

HCW2KAVG: 0 0 0 0 1 3 3 3 0 6 6 6 6

Cumulative No Project - Saturday PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #39 SR-16 / Marietta Pkwy
Cycle (sec): 55 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: OPTIMIZED Level of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl
Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7

Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0
Volume Module:
Base Vol: 134 169 65 43 162 190 242 551 145 58 546 37

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 134 169 65 43 162 190 242 551 145 58 546 37
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 134 169 65 43 162 190 242 551 145 58 546 37
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.: 134 169 65 43 162 190 242 551 145 58 546 37

Saturation Flow Module:
Sat/Lane: 1900 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 0.06

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 1.00
Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1712 116

Capacity Analysis Module:
Vol/Sat: 0.07 0.09 0.04 0.02 0.09 0.12 0.14 0.30 0.09 0.03 0.32 0.32 0.32

Crit Moves: \*\*\*\*
Green/Cycle: 0.09 0.15 0.21 0.07 0.13 0.30 0.17 0.51 0.60 0.05 0.39 0.39 0.39

Volume/Cap: 0.81 0.58 0.19 0.36 0.67 0.40 0.81 0.59 0.15 0.61 0.81 0.81 0.81
Delay/Veh: 49.8 24.6 18.3 26.5 30.0 15.9 37.3 10.4 4.9 36.1 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 1.00
AdjDel/Veh: 49.8 24.6 18.3 26.5 30.0 15.9 37.3 10.4 4.9 36.1 21.8 21.8 21.8

HCW2KAVG: 5 4 1 1 4 3 7 7 1 2 11 11 11





Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Base Volume Alternative)  
Intersection #43 SR-16 / Sloughhouse

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C [19.1]  
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: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0  
Volume Module:  
Base Vol: 0 0 55 0 0 0 0 0 963 10 45 916 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 55 0 0 0 0 963 10 45 916 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 55 0 0 0 0 963 10 45 916 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 0 0 55 0 0 0 0 963 10 45 916 0

Critical Gap Module:  
Critical Gap: xxxxx xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
FollowUpTime: xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx  
Capacity Module:  
Conflict Vol: xxxxx xxxxx 968 xxxxx xxxxx xxxxx xxxxx xxxxx 973 xxxxx xxxxx  
Move Cap.: xxxxx xxxxx 311 xxxxx xxxxx xxxxx xxxxx xxxxx 705 xxxxx xxxxx  
Volume/Cap.: xxxxx xxxxx 0.18 xxxxx xxxxx xxxxx xxxxx xxxxx 0.06 xxxxx xxxxx

Level Of Service Module:  
Queue: xxxxx xxxxx 0.6 xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx  
Stopped Del: xxxxx xxxxx 19.1 xxxxx xxxxx xxxxx xxxxx xxxxx 10.5 xxxxx xxxxx  
LOS by Move: C  
Movement: LTR - LTR - RT LTR - LTR - RT LTR - LTR - RT LTR - LTR - RT  
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \* \* \* \* \*  
Approach Del: 19.1 \* \* \* \* \*  
Approach LOS: C \* \* \* \* \*

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)  
Intersection #42 SR-16 / Dillard

Cycle (sec): 70 Critical Vol./Cap. (X): 0.839  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.7  
Optimal Cycle: OPTIMIZED Level Of Service: B  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 5 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0  
Volume Module:  
Base Vol: 137 0 87 0 0 0 0 811 133 96 834 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 137 0 87 0 0 0 811 133 96 834 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 137 0 87 0 0 0 811 133 96 834 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 137 0 87 0 0 0 811 133 96 834 0

Critical Gap Module:  
Critical Gap: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FollowUpTime: 0.61 0.00 0.39 0.00 0.00 0.00 0.00 0.86 0.14 1.00 1.00 0.00  
Capacity Module:  
Conflict Vol: 885 0 582 0 0 0 0 1555 255 1753 1845 0  
Move Cap.: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Volume/Cap.: 0.76 1.00 0.76 1.00 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00  
Final Sat.: 0.61 0.00 0.39 0.00 0.00 0.00 0.00 0.86 0.14 1.00 1.00 0.00

Level Of Service Module:  
Queue: 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.52 0.52 0.05 0.45 0.00  
Stopped Del: 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.62 0.62 0.07 0.69 0.00  
LOS by Move: \*\*\*\*  
Movement: Green/Cycle: 0.18 0.00 0.18 0.00 0.00 0.00 0.00 0.62 0.62 0.07 0.69 0.00  
Volume/Cap: 0.84 0.00 0.84 0.00 0.00 0.00 0.00 0.84 0.84 0.84 0.66 0.00  
Delay/Veh: 47.9 0.0 47.9 0.0 0.0 0.0 0.0 16.2 16.2 71.8 7.5 0.0  
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: 47.9 0.0 47.9 0.0 0.0 0.0 0.0 16.2 16.2 71.8 7.5 0.0  
HCM2kAVG: 9 0 9 0 0 0 0 19 19 4 11 0

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #44 SR-16 / Grant Line  
 Cycle (sec): 130 Critical Vol./Cap. (X): 1.103  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 112.5  
 Optimal Cycle: OPTIMIZED 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  
 Min. Green: 7 7 7 7 3 7 7 3 7 7  
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:  
 Base Vol: 13 336 64 60 280 130 74 854 9 77 801 71  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 13 336 64 60 280 130 74 854 9 77 801 71  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 13 336 64 60 280 130 74 854 9 77 801 71  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 13 336 64 60 280 130 74 854 9 77 801 71  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 13 336 64 60 280 130 74 854 9 77 801 71

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
 Lanes: 0.03 0.82 0.15 0.13 0.59 0.28 1.00 0.99 0.01 0.00 0.52 0.08  
 Final Sat.: 58 1510 288 232 1083 503 1753 1824 19 1753 1674 148

Capacity Analysis Module:  
 Vol/Sat: 0.22 0.22 0.22 0.26 0.26 0.26 0.04 0.47 0.47 0.04 0.48 0.48  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.20 0.20 0.20 0.23 0.23 0.23 0.04 0.43 0.43 0.04 0.43 0.43  
 Volume/Cap: 1.10 1.10 1.10 1.10 1.10 1.10 1.10 1.09 1.09 1.10 1.10  
 Delay/Veh: 129.3 129.3 129.3 124.4 124.4 124.4 203.5 94.6 94.6 101 101.0  
 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: 129.3 129.3 129.3 124.4 124.4 124.4 203.5 94.6 94.6 101 101.0  
 HCM2KAVG: 25 25 25 28 28 28 6 47 47 7 48 48

Ione Casino  
 Cumulative No Project - Saturday  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 95 Critical Vol./Cap. (X): 1.020  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 55.4  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 3 7 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

Volume Module:  
 Base Vol: 15 459 78 337 588 146 127 529 22 76 610 338  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 15 459 78 337 588 146 127 529 22 76 610 338  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 15 459 78 337 588 146 127 529 22 76 610 338  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 459 78 337 588 146 127 529 22 76 610 338  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 15 459 78 337 588 146 127 529 22 76 610 338

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.98 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80  
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1805 1588 270 1805 1900 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.29 0.29 0.19 0.31 0.09 0.07 0.30 0.01 0.04 0.34 0.22  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.28 0.28 0.18 0.43 0.51 0.07 0.35 0.39 0.05 0.33 0.52  
 Volume/Cap: 0.26 1.02 1.02 1.02 0.71 0.18 1.02 0.83 0.04 0.83 1.02 0.43  
 Delay/Veh: 47.4 78.3 78.3 93.4 24.9 12.7 130.0 37.5 18.2 90.1 73.4 14.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 47.4 78.3 78.3 93.4 24.9 12.7 130.0 37.5 18.2 90.1 73.4 14.6  
 HCM2KAVG: 1 23 23 16 15 2 8 17 0 4 26 6

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Base Volume Alternative)  
 Intersection #46 SR-16 / Excelsior  
 Average Delay (sec/veh): 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 Uncontrolled Include Uncontrolled  
 Rights: Include Include  
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol: 50 74 62 43 122 158 144 563 92 46 697 17  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 50 74 62 43 122 158 144 563 92 46 697 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: 50 74 62 43 122 158 144 563 92 46 697 17  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 50 74 62 43 122 158 144 563 92 46 697 17

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  
 FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 XXXX XXXX 2.3 XXXX XXXX

Capacity Module:  
 Conflict Vol: 1835 1703 609 1763 1741 706 714 XXXX XXXX 655 XXXX XXXX  
 Potent Cap.: 59 93 499 66 88 440 868 XXXX XXXX 913 XXXX XXXX  
 Move Cap.: 0 73 499 0 70 440 868 XXXX XXXX 913 XXXX XXXX  
 Volume/Cap: XXXX 1.01 0.12 XXXX 1.75 0.36 0.17 XXXX XXXX 0.05 XXXX XXXX

Level Of Service Module:  
 Queue: XXXX XXXX XXXX XXXX XXXX 0.6 XXXX XXXX 0.2 XXXX XXXX  
 Stopped Del: XXXX XXXX XXXX XXXX XXXX 10.0 XXXX XXXX 9.2 XXXX XXXX  
 LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Movement: \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
 Shared Cap.: XXXX 0 XXXX XXXX 0 XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 SharedQueue: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Shrd StpDel: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX  
 Shared LOS: \*  
 ApproachDel: XXXXXX XXXXXX XXXXXX XXXXXX XXXXXX  
 ApproachLOS: F

Ione Casino  
Cumulative No Project - Saturday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #47 SR-16 / Bradshaw  
 Cycle (sec): 80 Critical Vol./Cap. (X): 1.014  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 47.8  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 Approach: North Bound South Bound 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  
 Lanes: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7  
 Volume Module:  
 Base Vol: 108 710 63 386 920 227 268 388 107 80 490 350  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 108 710 63 386 920 227 268 388 107 80 490 350  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 108 710 63 386 920 227 268 388 107 80 490 350  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 108 710 63 386 920 227 268 388 107 80 490 350  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 108 710 63 386 920 227 268 388 107 80 490 350

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 3276 291 1805 3610 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.22 0.22 0.21 0.25 0.14 0.16 0.22 0.07 0.05 0.27 0.23  
 C/C: Moves: \*  
 Green/Cycle: 0.08 0.21 0.21 0.21 0.34 0.50 0.16 0.35 0.43 0.08 0.27 0.48  
 Volume/Cap: 0.74 1.01 1.01 1.01 0.74 0.28 1.01 0.62 0.16 0.62 1.01 0.48  
 Delay/Veh: 54.2 67.4 67.4 81.1 25.5 11.9 92.6 23.5 14.1 44.8 73.6 14.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 54.2 67.4 67.4 81.1 25.5 11.9 92.6 23.5 14.1 44.8 73.6 14.5  
 HCM2kAVG: 4 16 16 17 12 3 12 9 2 3 19 6

## **APPENDIX T**

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### **Intersection Operations Calculations Cumulative (No Project) Condition With Recommended Improvements**

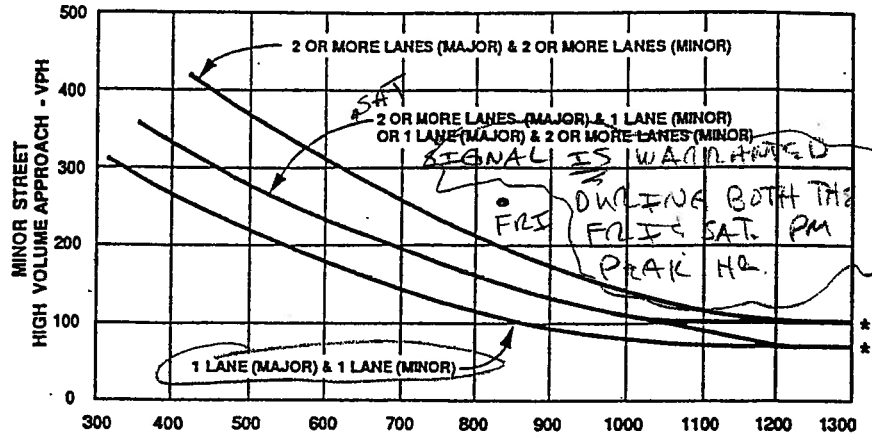


Cumulative No Project

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

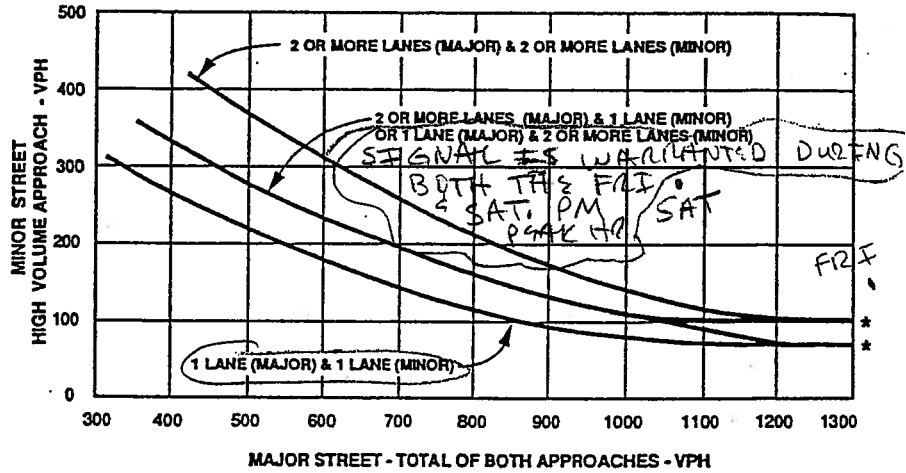
2 SR 49/main

843 ↕ 651  
← 263  
386



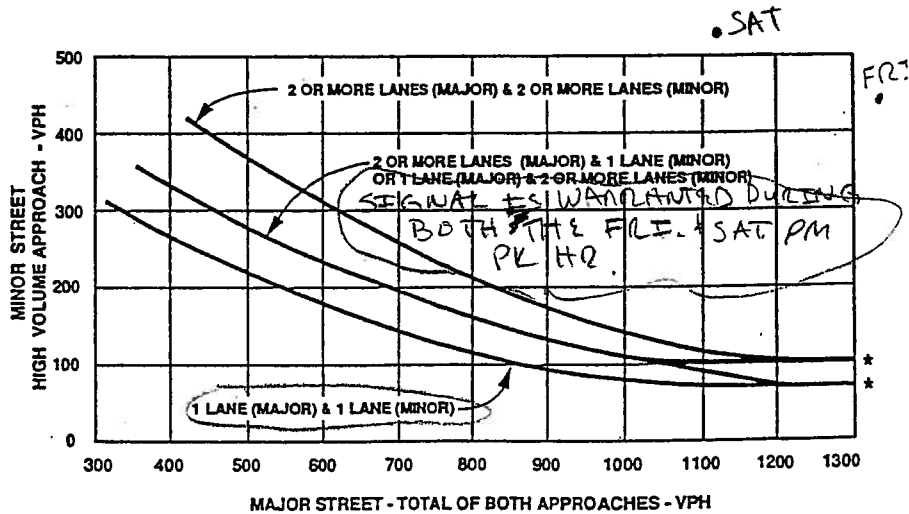
4 SR 49/Empire

1371 ↕ 1080  
153 →  
293



5 SR 49/SR 16

1575 ↕ 1106  
440 ↗  
583



\* NOTE:

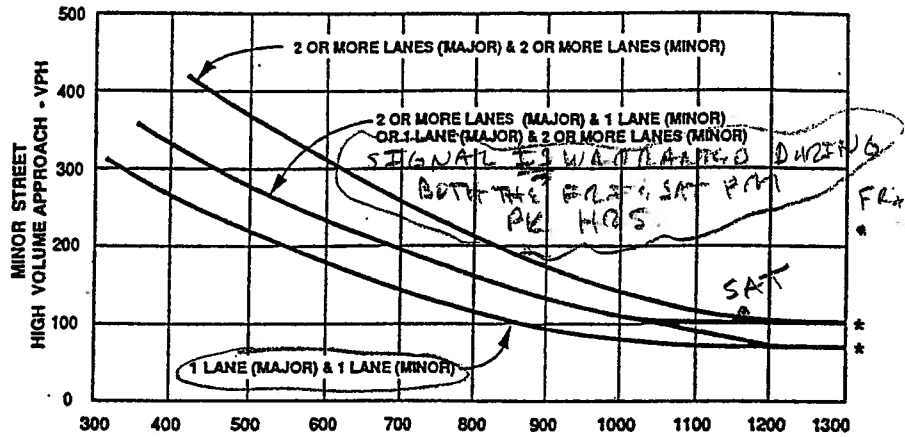
100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 75 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Cumulative No Project

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

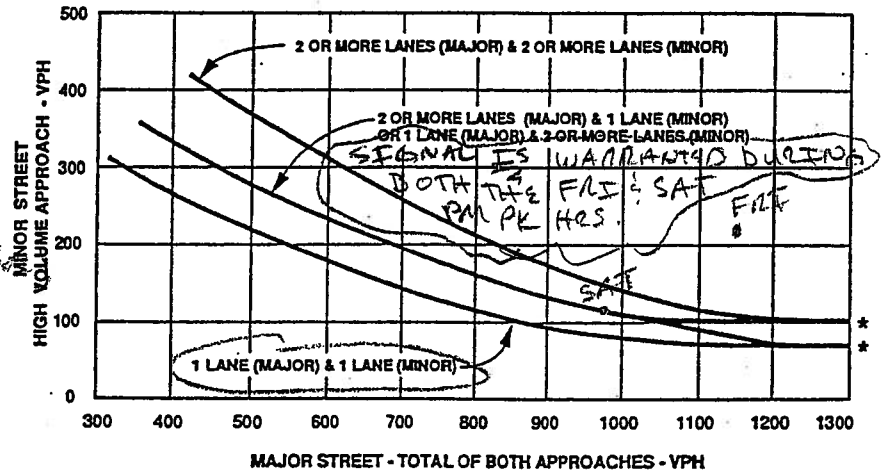
6 SR 16 / SR 124

1477  
↔ (1186)  
N 167  
S 102



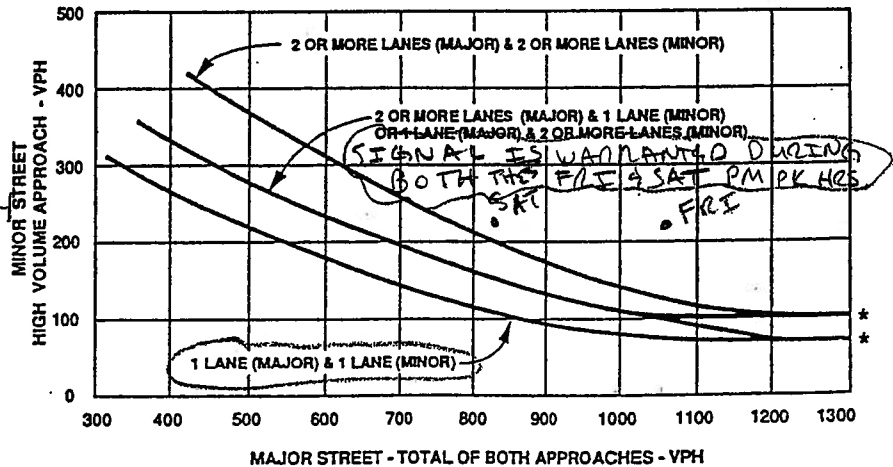
7 SR 16 / La Trobe (Amade)

1153  
↔ (998)  
N 205  
S 107



8 SR 104 (Presbury) / SR 124

1064  
↔ (805)  
N 210  
S (221)



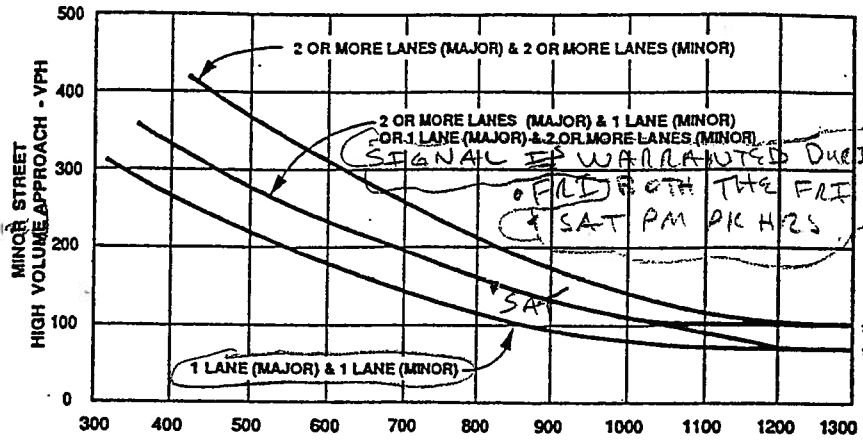
\* NOTE:

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.



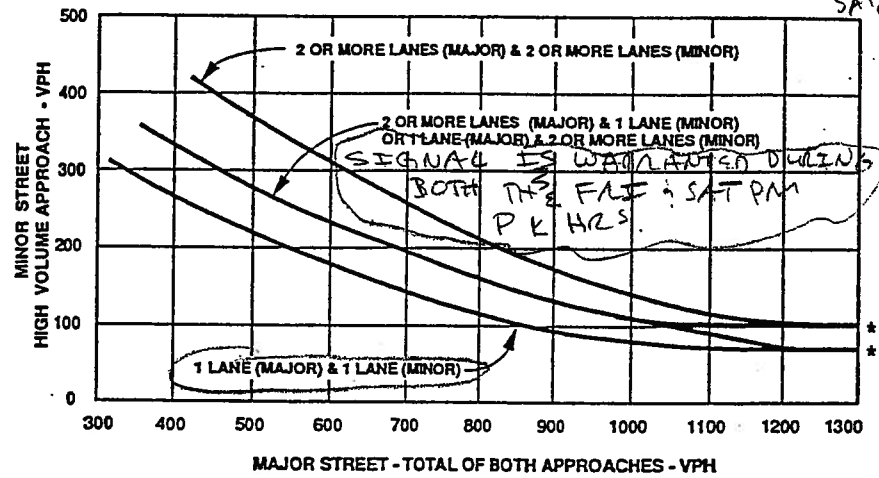
Cumulative No Project

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



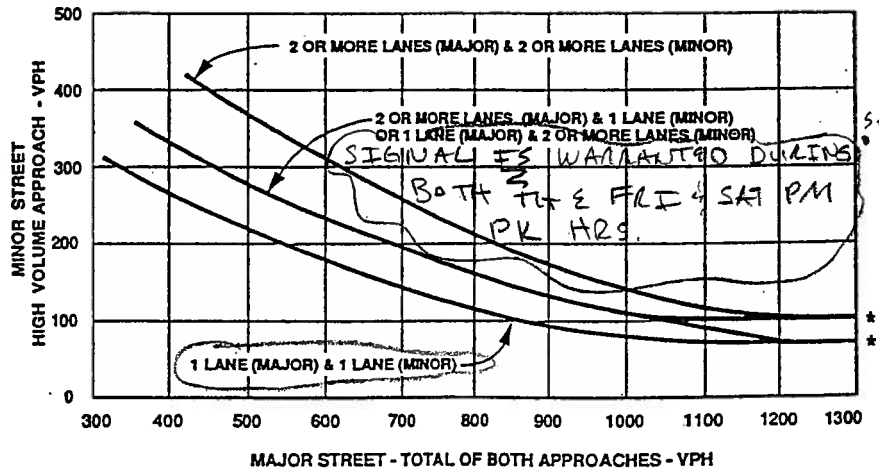
9 SR 104 (Main) / SR 124 (Ch)

← 853 →  
818  
N X O ↑  
2 1 6



11 SR 88 / SR 12 (East)

1687  
← →  
1465  
6 X 1 ↓  
6 6 4



12 SR 88 / SR 12 (West)

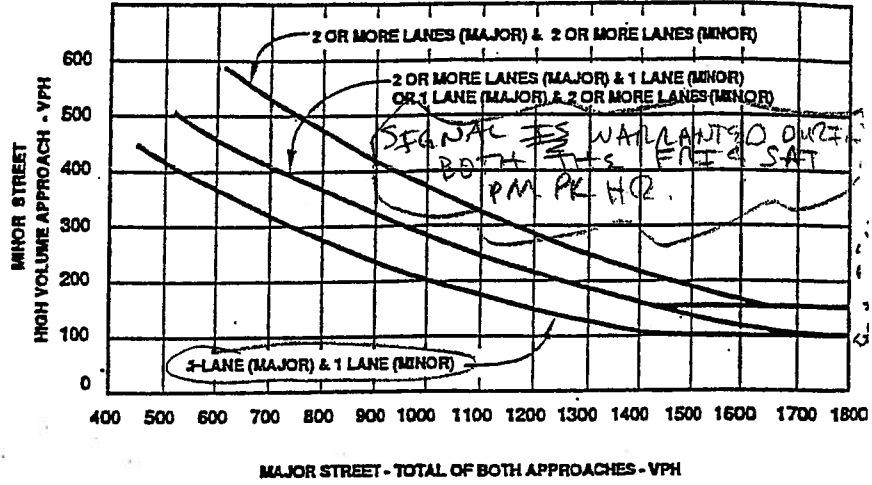
1712 ↑  
1495 ↓  
297 →  
322

\* 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.

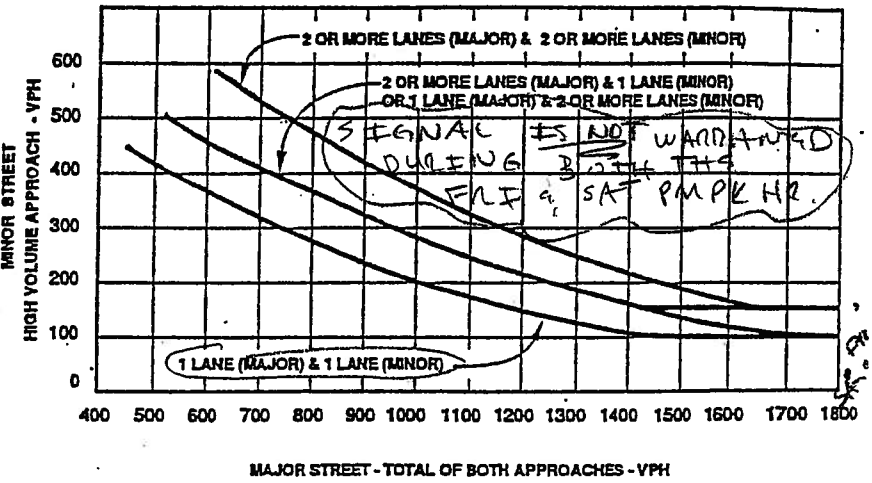
Cumulative NO Project

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



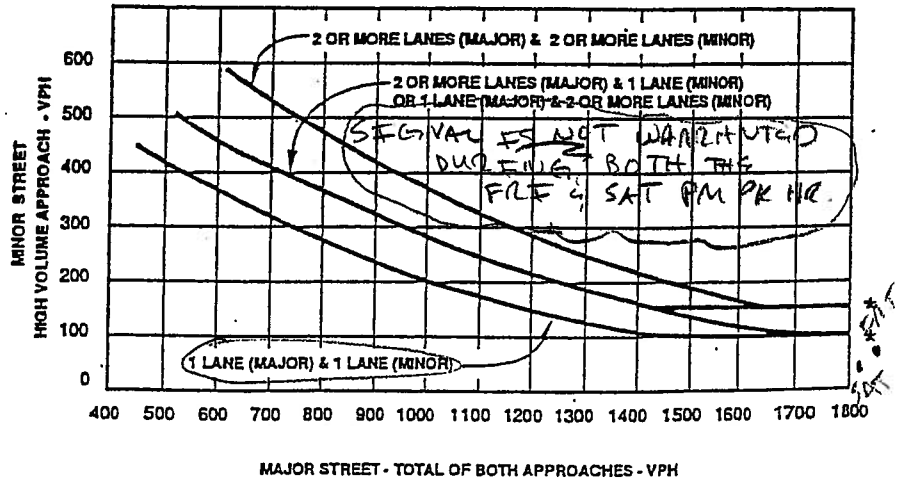
18 SR 16 / Stonehouse

2081  
← 165  
1725



19 SR 16 / Latrobe (SAC)

1910  
← 150  
1823



21 SR 16 / Sloughouse

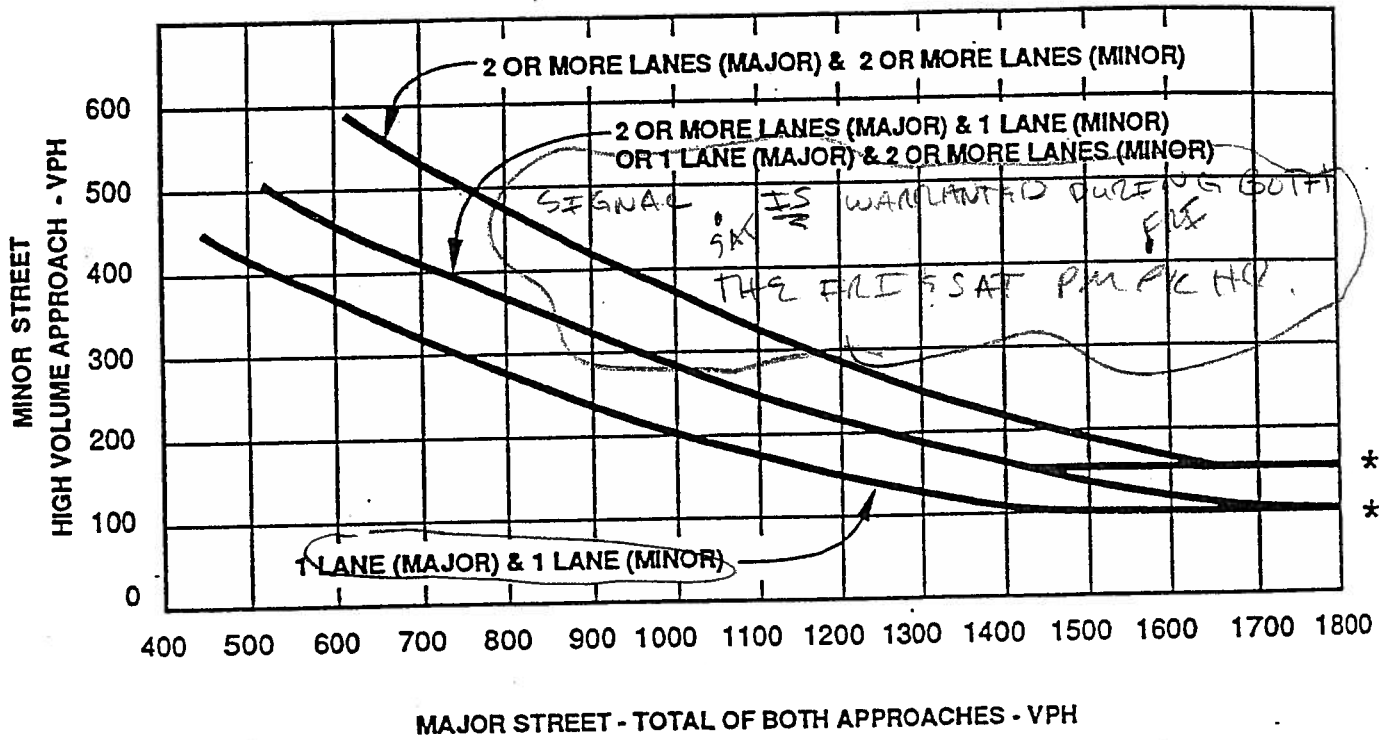
2329  
← 1934  
1934

\* NOTE:

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

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

Cumulative No Project



14) SR 49 / Pleasant Valley

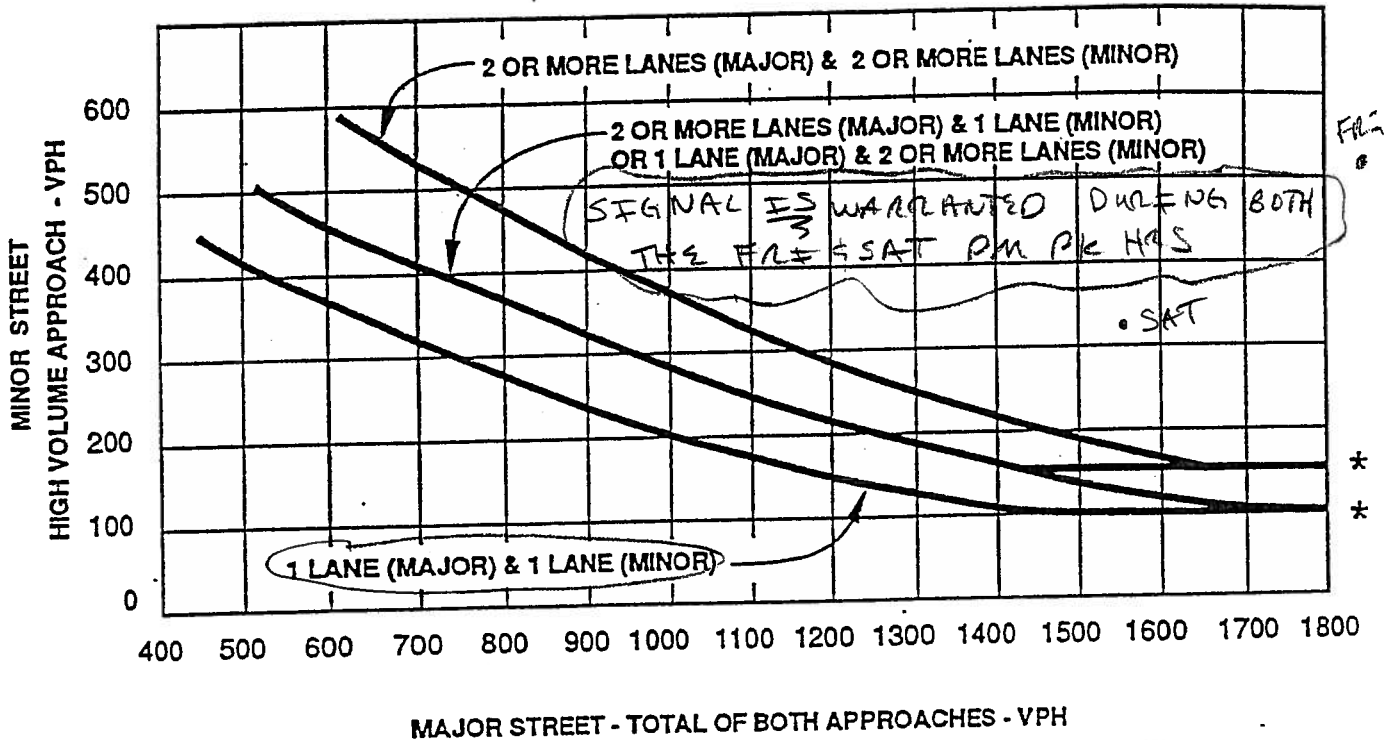
\* NOTE:

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.

1590  
← →  
1060  
40 ↑  
476

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

Cumulative No Project



24) SA 16/excel 810R

\* 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.

2628  
← →  
1559

x  
50 ↓ m23

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 Ione Casino  
 Cumulative No Project Friday - Recommended Improvements  
 PM Peak Hour  
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 Ione Casino  
 Cumulative No Project Friday - Recommended Improvements  
 PM Peak Hour  
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Scenario Report

Cumulative NP Mitigation Fri

Cumulative NP Mitigation Fri

Cumulative NP Friday

Cumulative Mit

Existing

PM PK Hr

Existing

2006 (Amador Bypass)

Existing

Existing

Configuration:

Turning Movement Report  
 PM PK Hr

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru Right	Left	Thru Right	Left	Thru Right	Left	Thru Right	
<b>#1 Latrobe / Old Sacramento</b>									
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
<b>#2 Main / Sherwood</b>									
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
<b>#3 Main / Empire</b>									
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
<b>#4 Main / Poplar</b>									
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
<b>#5 Main / Mill</b>									
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
<b>#6 SR-49 / Miller Way</b>									
Base	51	236	0	0	180	8	6	0	22
Added	0	0	0	0	0	0	0	0	0
Total	51	236	0	0	180	8	6	0	22
<b>#7 SR-49 / Main-Fiddletown</b>									
Base	72	219	349	22	154	27	20	94	66
Added	0	0	0	0	0	0	0	0	0
Total	72	219	349	22	154	27	20	94	66
<b>#8 SR-49 / Poplar</b>									
Base	53	686	0	0	395	9	9	0	59
Added	0	0	0	0	0	0	0	0	0
Total	53	686	0	0	395	9	9	0	59
<b>#9 SR-49 / Empire</b>									
Base	172	697	8	5	480	9	14	2	137
Added	0	0	0	0	0	0	0	0	0
Total	172	697	8	5	480	9	14	2	137

Ione Casino												
Cumulative No Project Friday - Recommended Improvements												
PM Peak Hour												
Volume Type	Northbound			Southbound			Westbound			Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
<b>#10 SR-49 / SR-16</b>												
Base	307	0	133	0	0	0	484	526	230	335	0	2015
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	307	0	133	0	0	0	484	526	230	335	0	2015
<b>#11 SR-49 / Main (Drytown)</b>												
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
<b>#12 SR-49 / Water-Amador Creek</b>												
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
<b>#13 SR-49 / Gopher Flat</b>												
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
<b>#14 SR-49 / Eureka</b>												
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
<b>#15 SR-49 / Church</b>												
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
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>												
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
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>												
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
<b>#18 SR-49 / SR-88 (North)</b>												
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

Ione Casino													
Cumulative No Project Friday - Recommended Improvements													
PM Peak Hour													
Volume Type	Northbound			Southbound			Westbound			Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
<b>#19 SR-49 / Sutter</b>													
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	
<b>#20 SR-49 / Hoffman</b>													
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	
<b>#21 SR-49 / Main (Jackson)</b>													
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	
<b>#22 SR-49 / SR-88 (South)</b>													
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	
<b>#23 SR-16 / SR-124</b>													
Base	14	0	202	0	0	0	0	808	27	75	567	1693	
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	14	0	202	0	0	0	0	808	27	75	567	1693	
<b>#24 SR-16 / Latrobe (Amador)</b>													
Base	0	0	0	197	0	8	6	616	0	0	398	1358	
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	197	0	8	6	616	0	0	398	1358	
<b>#25 SR-104 (Preston) / SR-124 (North)</b>													
Base	160	288	205	51	313	47	36	28	115	152	25	33	1453
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	160	288	205	51	313	47	36	28	115	152	25	33	1453
<b>#26 SR-104 (Main) / SR-124 (Church)</b>													
Base	242	10	18	3	11	24	51	285	295	5	212	5	1161
Added	0	0	0	0	0	0	0	0	0	0	0	0	
Total	242	10	18	3	11	24	51	285	295	5	212	5	1161
<b>#27 SR-104 / SR-88</b>													
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	

Ione Casino												
Cumulative No Project Friday - Recommended Improvements												
PM Peak Hour												
Volume	Northbound		Southbound		Eastbound		Westbound		Total			
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<b>#28 SR-88 / SR-124</b>												
Base	0	0	0	5	0	226	210	531	0	0	447	3
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	226	210	531	0	0	447	3
<b>#29 SR-88 / SR-12 (North)</b>												
Base	0	0	0	107	0	564	645	614	0	0	347	81
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	107	0	564	645	614	0	0	347	81
<b>#30 SR-88 / SR-12 (South)</b>												
Base	32	895	2	3	518	262	276	1	20	2	3	2
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	895	2	3	518	262	276	1	20	2	3	2
<b>#31 SR-88 / Kettleman</b>												
Base	22	672	20	7	439	100	256	104	33	17	77	8
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	672	20	7	439	100	256	104	33	17	77	8
<b>#32 SR-12 / SR-99 SB Ramps</b>												
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
<b>#33 SR-12 / SR-99 NB Ramps</b>												
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
<b>#34 Kettleman / SR-99 SB Ramps</b>												
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
<b>#35 Kettleman / SR-99 NB Ramps</b>												
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
<b>#36 SR-49 / Pleasant Valley</b>												
Base	155	0	250	0	0	0	604	281	325	380	0	1995
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	155	0	250	0	0	0	604	281	325	380	0	1995

Ione Casino												
Cumulative No Project Friday - Recommended Improvements												
PM Peak Hour												
Volume	Northbound		Southbound		Eastbound		Westbound		Total			
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<b>#37 SR-16 / Ione</b>												
Base	78	0	1	0	0	0	0	652	190	0	386	0
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	0	1	0	0	0	0	652	190	0	386	0
<b>#38 SR-16 / Murietta South Pkwy</b>												
Base	0	0	2	11	3	126	208	834	0	2	445	12
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	11	3	126	208	834	0	2	445	12
<b>#39 SR-16 / Murietta Pkwy</b>												
Base	147	195	55	55	114	177	212	938	179	45	469	55
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	147	195	55	55	114	177	212	938	179	45	469	55
<b>#40 SR-16 / Stone House</b>												
Base	0	0	0	129	0	36	85	1205	0	0	710	81
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	129	0	36	85	1205	0	0	710	81
<b>#41 SR-16 / Latrobe (Ssc)</b>												
Base	0	0	4	9	0	47	60	1329	22	4	780	15
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	9	0	47	60	1329	22	4	780	15
<b>#42 SR-16 / Dillard</b>												
Base	104	0	145	0	0	0	0	1271	284	89	742	0
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	104	0	145	0	0	0	0	1271	284	89	742	0
<b>#43 SR-16 / Sloughhouse</b>												
Base	6	0	81	0	0	0	0	1479	12	44	794	0
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	81	0	0	0	0	1479	12	44	794	0
<b>#44 SR-16 / Grant Lane</b>												
Base	0	615	78	178	887	149	214	1406	64	84	618	103
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	615	78	178	887	149	214	1406	64	84	618	103
<b>#45 SR-16 / Sunrise</b>												
Base	10	769	134	441	1442	276	193	1162	51	65	558	203
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	769	134	441	1442	276	193	1162	51	65	558	203

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

Impact Analysis Report  
 Level Of Service

Intersection	Base Del/V/ LOS Veh C	Future Del/V/ LOS Veh C	Change in
# 7 SR-49 / Main-Fiddletown	C 23.4 0.757	C 23.4 0.757 + 0.000 D/V	
# 9 SR-49 / Empire	B 13.0 0.595	B 13.0 0.595 + 0.000 D/V	
# 10 SR-49 / SR-16	C 29.1 0.928	C 29.1 0.928 + 0.000 D/V	
# 23 SR-16 / SR-124	B 11.7 0.708	B 11.7 0.708 + 0.000 D/V	
# 24 SR-16 / Latrobe (Amador)	B 10.9 0.575	B 10.9 0.575 + 0.000 D/V	
# 25 SR-104 (Preston) / SR-124	C 21.7 0.716	C 21.7 0.716 + 0.000 D/V	
# 26 SR-104 (Main) / SR-124 (Church)	B 11.4 0.799	B 11.4 0.799 + 0.000 D/V	

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

Volume  
 Type Left Thru Right Left Thru Right Left Thru Right Left Thru Right Total

#46 SR-16 / Excelsior	Base	43	103	137	22	312	173	195	1291	268	135	698	41	3418
	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	43	103	137	22	312	173	195	1291	268	135	698	41	3418
#47 SR-16 / Bradshaw	Base	135	931	94	458	1453	672	425	1152	169	121	639	213	6462
	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	135	931	94	458	1453	672	425	1152	169	121	639	213	6462
#101 SR-49 / Project Access	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#174 SR-49 / Project Service Access	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#176 Internal Project Intersection	Base	0	0	0	0	0	0	0	0	0	0	0	0	0
	Added	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0



One Casino  
 Cumulative No Project Friday - Recommended Improvements  
 PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 \*\*\*\*\*  
 Intersection #7 SR-49 / Main-Fiddletown  
 \*\*\*\*\*  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.757  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.4  
 Optimal Cycle: 54 Level of Service: C  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 3 7 7 3 7 7 7 3 7 7 7 3 7 7  
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 72 219 349 22 154 27 20 94 66 164 80 19  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 72 219 349 22 154 27 20 94 66 164 80 19  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PHF Volume: 75 229 365 23 161 28 21 98 69 172 84 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 75 229 365 23 161 28 21 98 69 172 84 20  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 75 229 365 23 161 28 21 98 69 172 84 20  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.84 0.84 0.88 0.91 0.91 0.95 0.94 0.94 0.95 0.97 0.97  
 Lanes: 1.00 0.39 0.61 1.00 0.85 0.15 1.00 0.59 0.41 1.00 0.81 0.19  
 Final Sat.: 1671 616 982 1671 1464 257 1805 1047 735 1805 1491 354  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.05 0.37 0.37 0.01 0.11 0.11 0.01 0.09 0.09 0.10 0.06 0.06  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.15 0.45 0.45 0.06 0.35 0.35 0.08 0.14 0.14 0.11 0.18 0.18  
 Volume/Cap: 0.30 0.83 0.83 0.23 0.31 0.31 0.15 0.67 0.67 0.83 0.32 0.32  
 Delay/Veh: 19.5 20.7 20.7 23.6 12.0 12.0 22.1 27.4 27.4 46.1 18.5 18.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 19.5 20.7 20.7 23.6 12.0 12.0 22.1 27.4 27.4 46.1 18.5 18.5  
 HCM2KAVG: 1 11 11 2 2 2 0 4 4 5 2 2  
 \*\*\*\*\*

One Casino  
 Cumulative No Project Friday - Recommended Improvements  
 PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 \*\*\*\*\*  
 Intersection #9 SR-49 / Empire  
 \*\*\*\*\*  
 Cycle (sec): 35 Critical Vol./Cap. (X): 0.595  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.0  
 Optimal Cycle: 33 Level of Service: B  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 3 7 7 3 7 7 7 5 5 5 5 5 5  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 172 697 8 5 480 9 14 2 137 2 9 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 172 697 8 5 480 9 14 2 137 2 9 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: 183 741 9 5 510 10 15 2 146 2 10 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 183 741 9 5 510 10 15 2 146 2 10 3  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 183 741 9 5 510 10 15 2 146 2 10 3  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.92 0.92 0.88 0.92 0.92 0.88 0.92 0.92 0.88 0.92 0.92  
 Lanes: 1.00 0.99 0.01 1.00 0.98 0.02 0.87 0.13 1.00 0.14 0.65 0.21  
 Final Sat.: 1671 1736 20 1671 1722 32 1250 179 1615 251 1129 376  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.43 0.43 0.00 0.30 0.30 0.01 0.01 0.01 0.01 0.01 0.01  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.16 0.51 0.51 0.09 0.44 0.44 0.14 0.14 0.30 0.14 0.14 0.14  
 Volume/Cap: 0.68 0.83 0.83 0.04 0.68 0.68 0.08 0.08 0.30 0.06 0.06 0.06  
 Delay/Veh: 20.5 13.7 13.7 14.8 10.3 10.3 13.2 13.2 9.6 13.1 13.1 13.1  
 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: 20.5 13.7 13.7 14.8 10.3 10.3 13.2 13.2 9.6 13.1 13.1 13.1  
 HCM2KAVG: 4 10 11 0 6 6 0 0 1 0 0 0  
 \*\*\*\*\*

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

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

Cycle (sec): 45 Critical Vol./Cap. (X): 0.928  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.1  
 Optimal Cycle: 72 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R L T R  
 Control: Permitted Permitted Protected Protected  
 Rights: Ignore Include Ovl Include  
 Min. Green: 5 0 0 5 0 0 0 0 0 0 7 3 7 0  
 Lanes: 1 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:  
 Base Vol: 307 0 133 0 0 0 0 484 526 230 335 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 307 0 133 0 0 0 0 484 526 230 335 0  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.97 0.97 0.00 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 318 0 0 0 0 0 0 502 545 238 347 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 318 0 0 0 0 0 0 502 545 238 347 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 318 0 0 0 0 0 0 502 545 238 347 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj: 0.71 1.00 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 0.00  
 Final Sat.: 1353 0 1900 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.00 0.00 0.00 0.00 0.00 0.29 0.36 0.14 0.20 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.25 0.00 0.00 0.00 0.00 0.00 0.39 0.39 0.15 0.55 0.00  
 Volume/Cap: 0.93 0.00 0.00 0.00 0.00 0.00 0.73 0.93 0.36 0.36 0.00  
 Delay/Veh: 47.1 0.0 0.0 0.0 0.0 0.0 15.4 34.2 55.9 6.0 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 47.1 0.0 0.0 0.0 0.0 0.0 15.4 34.2 55.9 6.0 0.0  
 HCM2kAVG: 11 0 0 0 0 0 8 13 3 0

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

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

Cycle (sec): 65 Critical Vol./Cap. (X): 0.708  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.7  
 Optimal Cycle: 48 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R 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 7 3 7 0  
 Lanes: 1 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:  
 Base Vol: 14 0 202 0 0 0 0 808 27 75 567 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 14 0 202 0 0 0 0 808 27 75 567 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 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: 14 0 209 0 0 0 0 835 28 77 586 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 14 0 209 0 0 0 0 835 28 77 586 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 14 0 209 0 0 0 0 835 28 77 586 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj: 0.82 1.00 0.81 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 1.00 1.00  
 Final Sat.: 1565 0 1537 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.00 0.14 0.00 0.00 0.00 0.47 0.02 0.05 0.33 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.13 0.00 0.19 0.00 0.00 0.00 0.67 0.67 0.07 0.74 0.00  
 Volume/Cap: 0.07 0.00 0.71 0.00 0.00 0.00 0.00 0.71 0.03 0.45 0.00  
 Delay/Veh: 25.2 0.0 32.3 0.0 0.0 0.0 0.0 8.8 3.6 49.0 3.7 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: 25.2 0.0 32.3 0.0 0.0 0.0 0.0 8.8 3.6 49.0 3.7 0.0  
 HCM2kAVG: 0 0 0 0 0 0 0 12 0 3 5

Cumulative No Project Friday - Recommended Improvements PM Peak Hour

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 50 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 3 7 7 3 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 1 0 0 1 0 0 1 0
Volume Module:
Base Vol: 160 288 205 51 313 47 36 28 115 152 25 33
Growth Adj: 1.00

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 0.90 0.88 0.88 0.90 0.92 0.92 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

Capacity Analysis Module:
Vol/Sat: 0.10 0.31 0.31 0.03 0.22 0.22 0.11 0.11 0.11 0.11 0.11 0.11 0.11 0.11 0.11 0.11 0.11 0.11 0.11 0.11
Crit Moves: 0.15 0.41 0.41 0.06 0.32 0.32 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15

Cumulative No Project Friday - Recommended Improvements PM Peak Hour

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 35 (Y+R = 4 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 35 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 5 0 5 3 7 0 0 7 7 7 7 7 7 7 7 7 7

Lanes: 0 0 0 0 0 1 1 0 0 1 0 1 0 0 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 197 0 8 6 616 0 0 398 133
Growth Adj: 1.00

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 1.00 1.00 1.00 0.72 1.00 0.72 0.92 0.97 1.00 1.00 0.94 0.94
Lanes: 0.00 0.00 0.00 0.96 0.00 0.04 1.00 1.00 0.00 0.00 0.75 0.25

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.16 0.00 0.35 0.00 0.00 0.31 0.31
Crit Moves: 0.25 0.00 0.25 0.06 0.57 0.00 0.00 0.51 0.51
Volumes/Cap: 0.00 0.00 0.00 0.62 0.06 0.62 0.00 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62

One Casino  
 Cumulative NO Project Friday - Recommended Improvements  
 PM Peak Hour

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

Cycle (sec): 25 Critical Vol./Cap. (X): 0.799  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 11.4  
 Optimal Cycle: 37 Level Of Service: B

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

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	5	5	5	5
Lanes:	1	0	1	0

Volume Module:

Base Vol.	18	3	11	24	51	285	295	5	212	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Sse:	242	10	18	3	11	24	51	285	295	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	257	11	19	3	12	25	54	302	313	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	11	19	3	12	25	54	302	313	5
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.:	257	11	19	3	12	25	54	302	313	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.86	0.85	0.85	0.85	0.85	0.85	0.85	0.93
Lanes:	1	0	0	0	0	0	0	0	0
Final Sat.:	1329	584	1051	127	467	1019	131	729	755

Capacity Analysis Module:

Vol/Sat:	0.19	0.02	0.02	0.02	0.02	0.41	0.41	0.41	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.80	0.08	0.10	0.10	0.10	0.80	0.80	0.80	0.26	0.26
Delay/Veh:	22.1	7.4	7.4	7.5	7.5	10.4	10.4	10.4	3.5	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	7.4	7.4	7.5	7.5	10.4	10.4	10.4	3.5	3.5
HCM2kAvg:	5	0	0	0	0	7	7	7	1	1



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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)  
Intersection #30 SR-88 / SR-12 (South)  
Cycle (sec): 95 Critical Vol./Cap. (X): 0.729  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.6  
Optimal Cycle:OPTIMIZED Level of Service: C  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Split Phase Split Phase  
Rights: Include Ovl Include  
Min. Green: 3 0 7 7 3 7 7 7 1 0 0 1 0 0 0 1 0 0 7  
Lanes: 1 0 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0  
Volume Module:  
Base Vol: 32 895 2 3 518 262 276 1 20 2 3 2  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 32 895 2 3 518 262 276 1 20 2 3 2  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 32 895 2 3 518 262 276 1 20 2 3 2  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 32 895 2 3 518 262 276 1 20 2 3 2  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 32 895 2 3 518 262 276 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 0.91 0.94 0.80 0.91 0.82 0.82 0.82 0.91 0.91 0.91  
Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 1.00 0.05 0.95 0.28 0.43 0.29  
Final Sat.: 1805 1896 4 1702 1792 1523 1736 75 1492 495 742 495  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.47 0.47 0.00 0.29 0.17 0.16 0.01 0.01 0.00 0.00 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.03 0.57 0.57 0.03 0.57 0.77 0.19 0.19 0.19 0.07 0.07 0.07  
Volume/Cap: 0.56 0.82 0.82 0.06 0.50 0.22 0.82 0.07 0.07 0.05 0.05 0.05  
Delay/Veh: 57.5 21.3 21.3 45.1 12.5 3.2 51.6 31.4 31.4 41.1 41.1 41.1  
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: 57.5 21.3 21.3 45.1 12.5 3.2 51.6 31.4 31.4 41.1 41.1 41.1  
HCM2kAVG: 2 23 23 0 9 2 11 1 1 0 0 0  
\*\*\*\*\*

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

Level of Service Computation Report  
2000 HCM Operations Method (Base Volume Alternative)  
Intersection #35 SR-49 / Pleasant Valley  
Cycle (sec): 70 Critical Vol./Cap. (X): 0.895  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 27.8  
Optimal Cycle:OPTIMIZED Level of Service: C  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include  
Min. Green: 5 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 7  
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: 155 0 250 0 0 0 0 0 604 281 325 380 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 155 0 250 0 0 0 0 0 604 281 325 380 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 0 250 0 0 0 0 0 604 281 325 380 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 155 0 250 0 0 0 0 0 604 281 325 380 0  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 155 0 250 0 0 0 0 0 604 281 325 380 0  
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.72 1.00 0.79 1.00 1.00 1.00 1.00 0.96 0.96 0.95 1.00 1.00  
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.68 0.32 1.00 1.00 0.00  
Final Sat.: 1366 0 1510 0 0 0 0 0 1241 577 1805 1900 0  
Capacity Analysis Module:  
Vol/Sat: 0.11 0.00 0.17 0.00 0.00 0.00 0.00 0.49 0.49 0.18 0.20 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.13 0.00 0.33 0.00 0.00 0.00 0.00 0.54 0.54 0.20 0.74 0.00  
Volume/Cap: 0.90 0.00 0.51 0.00 0.00 0.00 0.00 0.90 0.90 0.90 0.27 0.00  
Delay/Veh: 70.1 0.0 19.8 0.0 0.0 0.0 0.0 24.8 24.8 50.8 3.0 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 70.1 0.0 19.8 0.0 0.0 0.0 0.0 24.8 24.8 50.8 3.0 0.0  
HCM2kAVG: 8 0 5 0 0 0 0 21 21 11 3 0  
\*\*\*\*\*

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

Level Of Service Computation Report  
 \*\*\*\*\*  
 2000 HCM Operations Method (Base Volume Alternative)  
 \*\*\*\*\*  
 Intersection #40 SR-16 / Stone House  
 \*\*\*\*\*  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.843  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/Veh): 13.7  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*  
 Approach: North Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 5 0 5 3 1 0 1 0 0 0 0 0 7 7  
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 0 0 129 0 36 85 1205 0 0 710 81  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 129 0 36 85 1205 0 0 710 81  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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 0 129 0 36 85 1205 0 0 710 81  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Critical Gap: 0 0 0 0 0 0 0 0 0 0 0  
 Critical Gap Module:  
 Critical Gap: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx  
 FollowupTIm: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx  
 Capacity Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Sat/Volume: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 AdjSat: 0 0 0 0 1461 0 1615 1753 1845 0 1633 186  
 Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0  
 Capacity Analysis Module:  
 Vol/Eat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.00 0.18 0.08 0.78 0.00 0.00 0.70 0.70  
 Volume/Cap: 0.00 0.00 0.00 0.00 0.12 0.62 0.84 0.00 0.00 0.62 0.62  
 Delay/Veh: 0.0 0.0 0.0 65.3 0.0 25.8 42.2 10.2 0.0 0.0 7.1 7.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 65.3 0.0 25.8 42.2 10.2 0.0 0.0 7.1 7.1  
 HCM2KAVG: 0 0 0 0 6 0 1 3 21 0 0 10 10  
 \*\*\*\*\*

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

Level Of Service Computation Report  
 \*\*\*\*\*  
 2000 HCM Unsignalized Method (Base Volume Alternative)  
 \*\*\*\*\*  
 Intersection #41 SR-16 / Latrobe (Sac)  
 \*\*\*\*\*  
 Average Delay (sec/Veh): 2.3 Worst Case Level Of Service: F(167.8)  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*  
 Approach: North Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Min. Green: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 1 0  
 Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 1 0  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 9 0 4 9 0 47 60 1329 22 4 780 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Critical Gap Module:  
 Critical Gap: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx  
 FollowupTIm: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx  
 Capacity Module:  
 Sat/Lane: 229 xxxxx 188 27 xxxxx 395 822 xxxxx xxxxx 506 xxxxx xxxxx  
 Sat/Volume: 0.38 xxxxx 0.02 0.33 xxxxx 0.12 0.07 xxxxx xxxxx 0.01 xxxxx xxxxx  
 Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0  
 Capacity Analysis Module:  
 Vol/Eat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 Volume/Cap: 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 0.0 0.0 65.3 0.0 25.8 42.2 10.2 0.0 0.0 7.1 7.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 65.3 0.0 25.8 42.2 10.2 0.0 0.0 7.1 7.1  
 HCM2KAVG: 0 0 0 0 6 0 1 3 21 0 0 10 10  
 \*\*\*\*\*





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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #44 SR-16 / Grant Line  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.910  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.2  
 Optimal Cycle: OPTIMIZED Level of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected Protected  
 Rights: Include Include Include Include Include  
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 1 0  
 Volume Module:  
 Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 615 78 178 887 149 214 1406 64 84 618 103  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 0.93 0.93 0.93 0.92 0.92 0.92 0.92 0.92 0.90 0.90 0.90  
 Lanes: 1.00 1.77 0.23 1.00 1.71 0.29 1.00 1.91 0.09 1.00 1.71 0.29  
 Final Sat.: 1900 3149 399 1805 3023 508 1753 3329 152 1753 2941 490  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.20 0.20 0.10 0.29 0.29 0.12 0.42 0.42 0.05 0.21 0.21  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.21 0.21 0.11 0.32 0.32 0.19 0.46 0.46 0.05 0.33 0.33  
 Volume/Cap: 0.00 0.91 0.91 0.91 0.91 0.91 0.64 0.91 0.91 0.91 0.64 0.64  
 Delay/Veh: 0.0 43.6 43.6 73.0 34.9 34.9 32.3 26.7 26.7 100.1 22.8 22.8  
 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 43.6 43.6 73.0 34.9 34.9 32.3 26.7 26.7 100.1 22.8 22.8  
 HCM2KAVG: 0 12 12 8 16 16 6 20 20 5 8 8

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 85 Critical Vol./Cap. (X): 0.913  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 36.1  
 Optimal Cycle: OPTIMIZED Level of Service: D  
 Approach: North Bound 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  
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 1 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 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: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 1.00 1.70 0.30 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1805 3007 524 3502 3610 1635 1702 3404 1523 1702 3404 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.26 0.26 0.13 0.40 0.17 0.11 0.34 0.03 0.04 0.16 0.13  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.31 0.31 0.15 0.42 0.59 0.16 0.36 0.40 0.04 0.24 0.39  
 Volume/Cap: 0.16 0.83 0.83 0.83 0.95 0.23 0.69 0.95 0.08 0.95 0.69 0.34  
 Delay/Veh: 40.9 33.2 33.2 46.0 36.1 8.9 40.7 41.0 16.1 130.2 32.2 18.7  
 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: 40.9 33.2 33.2 46.0 36.1 8.9 40.7 41.0 16.1 130.2 32.2 18.7  
 HCM2KAVG: 0 14 14 9 24 4 6 20 1 4 8 4

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #47 SR-16 / Bradshaw  
 Cycle (sec): 95 Critical Vol./Cap. (X): 1.005  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 52.6  
 Optimal Cycle:OPTIMIZED Level of Service: D  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R L T R  
 Control: Protected Protected Protected Protected Protected Protected  
 Rights: Include Include Include Include Include Include  
 Min. Green: 3 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 1.00 1.00  
 Final Vol.: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80 0.90 0.90  
 Lanes: 2.00 1.82 0.18 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00  
 Final Sat.: 3502 3233 326 3502 3610 1615 1702 3404 1523 1702 3404 1523 1702 3404  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.29 0.29 0.13 0.40 0.42 0.25 0.34 0.11 0.07 0.19 0.14  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.30 0.30 0.14 0.40 0.65 0.25 0.36 0.40 0.08 0.19 0.32  
 Volume/Cap: 1.01 0.95 0.95 1.01 0.64 1.01 0.94 0.28 0.94 1.01 0.43  
 Delay/Veh: 124.8 50.1 50.1 70.5 53.5 11.4 80.8 43.4 19.6 105.0 75.7 25.9  
 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: 124.8 50.1 50.1 70.5 53.5 11.4 80.8 43.4 19.6 105.0 75.7 25.9  
 HCM2AVG: 5 20 20 11 29 12 19 21 3 7 15 5

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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #46 SR-16 / Excelsior  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.949  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 33.3  
 Optimal Cycle:OPTIMIZED Level of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R L T R  
 Control: Permitted Permitted Protected Protected Protected  
 Rights: Include Include Include Include Include  
 Min. Green: 5 0 1 1 0 0 0 1 1 0 1 0 1 1 0  
 Lanes: 0 0 1 1 0 0 0 1 1 0 1 0 1 1 0  
 Volume Module:  
 Base Vol: 43 103 137 22 312 173 195 1291 268 135 698 41  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 43 103 137 22 312 173 195 1291 268 135 698 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: 43 103 137 22 312 173 195 1291 268 135 698 41  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 43 103 137 22 312 173 195 1291 268 135 698 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  
 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.: 43 103 137 22 312 173 195 1291 268 135 698 41  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.73 0.73 0.73 0.93 0.93 0.93 0.90 0.87 0.87 0.80 0.89 0.89  
 Lanes: 0.15 0.36 0.49 0.04 0.62 0.34 1.00 1.66 0.34 1.00 1.89 0.11  
 Final Sat.: 212 508 675 77 1093 606 1702 2746 570 1702 3190 187  
 Capacity Analysis Module:  
 Vol/Sat: 0.20 0.20 0.20 0.29 0.29 0.29 0.11 0.47 0.47 0.08 0.22 0.22  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.20 0.50 0.50 0.50 0.08 0.38 0.38  
 Volume/Cap: 0.67 0.67 0.67 0.95 0.95 0.95 0.58 0.95 0.95 0.95 0.58 0.58  
 Delay/Veh: 27.3 27.3 27.3 52.2 52.2 52.2 29.6 30.2 30.2 94.0 19.1 19.1  
 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: 27.3 27.3 27.3 52.2 52.2 52.2 29.6 30.2 30.2 94.0 19.1 19.1  
 HCM2AVG: 8 8 8 17 17 17 5 23 23 7 7 7

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

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

Scenario: Cumulative NP Mitigation Sat  
 Command: Cumulative NP Mitigation Sat  
 Volume: Cumulative NP Saturday  
 Geometry: Cumulative Mit  
 Impact Fee: Existing  
 Trip Generation: Sat PK Hr  
 Trip Distribution: Existing  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

Turning Movement Report  
 Sat PK Hr

Volume Type	Northbound Left Thru Right	Southbound Left Thru Right	Eastbound Left Thru Right	Westbound Left Thru Right	Total
<b>#1 Latrobe / Old Sacramento</b>					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
<b>#2 Main / Sherwood</b>					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
<b>#3 Main / Empire</b>					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
<b>#4 Main / Poplar</b>					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
<b>#5 Main / Mill</b>					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
<b>#6 SR-49 / Miller Way</b>					
Base	24 258 0	0 190 8	2 0 35	0 0 0	0 517
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	24 258 0	0 190 8	2 0 35	0 0 0	0 517
<b>#7 SR-49 / Main-Fiddletown</b>					
Base	59 200 175	19 175 23	27 58 45	242 122 22	1167
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	59 200 175	19 175 23	27 58 45	242 122 22	1167
<b>#8 SR-49 / Poplar</b>					
Base	41 447 0	0 476 6	8 0 53	0 0 0	1031
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	41 447 0	0 476 6	8 0 53	0 0 0	1031
<b>#9 SR-49 / Empire</b>					
Base	81 452 5	2 524 16	28 0 265	5 3 0	1381
Added	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Total	81 452 5	2 524 16	28 0 265	5 3 0	1381

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

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
<b>#10 SR-49 / SR-16</b>													
Base	417	0	166	0	0	0	228	259	276	343	0	1689	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	417	0	166	0	0	0	228	259	276	343	0	1689	0
<b>#11 SR-49 / Main (Drytown)</b>													
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
<b>#12 SR-49 / Water-Amador Creek</b>													
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
<b>#13 SR-49 / Gopher Flat</b>													
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
<b>#14 SR-49 / Eureka</b>													
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
<b>#15 SR-49 / Church</b>													
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
<b>#16 SR-49 / Ridge-SR-104 [Begin Amador Bypass]</b>													
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
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>													
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
<b>#18 SR-49 / SR-88 (North)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
<b>#19 SR-49 / Sutter</b>													
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
<b>#20 SR-49 / Hoffman</b>													
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
<b>#21 SR-49 / Main (Jackson)</b>													
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
<b>#22 SR-49 / SR-88 (South)</b>													
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
<b>#23 SR-16 / SR-124</b>													
Base	16	0	86	0	0	0	0	401	25	79	681	0	1288
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	0	86	0	0	0	0	401	25	79	681	0	1288
<b>#24 SR-16 / Latrobe (Amador)</b>													
Base	0	0	101	0	6	329	0	6	329	0	484	179	1105
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	101	0	6	329	0	6	329	0	484	179	1105
<b>#25 SR-104 (Preston) / SR-124 (North)</b>													
Base	171	248	106	32	226	22	28	33	100	115	76	30	1187
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	171	248	106	32	226	22	28	33	100	115	76	30	1187
<b>#26 SR-104 (Main) / SR-124 (Church)</b>													
Base	133	10	18	3	5	13	5	251	231	23	306	2	1000
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	133	10	18	3	5	13	5	251	231	23	306	2	1000
<b>#27 SR-104 / SR-88</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

		Ione Casino				Recommended Improvements					
		PM Peak Hour									
		Southbound		Eastbound		Southbound		Eastbound		Westbound	
Type	Volume	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
<b>#37 SR-16 / Ione</b>											
Base	97	0	6	0	0	0	0	0	353	123	7 463
Added	0	0	0	0	0	0	0	0	0	0	0
Total	97	0	6	0	0	0	0	0	353	123	7 463
<b>#38 SR-16 / Murietta South Pkwy</b>											
Base	0	2	0	4	0	117	170	487	2	0	530 24 1336
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	4	0	117	170	487	2	0	530 24 1336
<b>#39 SR-16 / Murietta Pkwy</b>											
Base	134	169	65	43	162	190	242	551	145	58	546 37 2342
Added	0	0	0	0	0	0	0	0	0	0	0
Total	134	169	65	43	162	190	242	551	145	58	546 37 2342
<b>#40 SR-16 / Stone House</b>											
Base	0	0	0	125	0	81	41	819	0	0	781 84 1931
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	125	0	81	41	819	0	0	781 84 1931
<b>#41 SR-16 / Latrobe (Sac)</b>											
Base	13	0	2	2	0	24	20	876	7	6	908 6 1864
Added	0	0	0	0	0	0	0	0	0	0	0
Total	13	0	2	2	0	24	20	876	7	6	908 6 1864
<b>#42 SR-16 / Dillard</b>											
Base	137	0	87	0	0	0	0	811	133	96	834 0 2098
Added	0	0	0	0	0	0	0	0	0	0	0
Total	137	0	87	0	0	0	0	811	133	96	834 0 2098
<b>#43 SR-16 / Sloughhouse</b>											
Base	0	0	55	0	0	0	0	963	10	45	916 0 1989
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	55	0	0	0	0	963	10	45	916 0 1989
<b>#44 SR-16 / Grant Line</b>											
Base	13	336	64	60	280	130	74	854	9	77	801 71 2769
Added	0	0	0	0	0	0	0	0	0	0	0
Total	13	336	64	60	280	130	74	854	9	77	801 71 2769
<b>#45 SR-16 / Sunrise</b>											
Base	15	459	78	337	588	146	127	529	22	76	610 338 3325
Added	0	0	0	0	0	0	0	0	0	0	0
Total	15	459	78	337	588	146	127	529	22	76	610 338 3325

		Ione Casino				Recommended Improvements					
		PM Peak Hour									
		Southbound		Eastbound		Southbound		Eastbound		Westbound	
Type	Volume	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
<b>#28 SR-88 / SR-124</b>											
Base	0	0	6	0	193	129	482	0	0	456	3 1269
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	193	129	482	0	0	456	3 1269
<b>#29 SR-88 / SR-12 (North)</b>											
Base	0	0	91	0	573	561	394	0	0	413	97 2129
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	91	0	573	561	394	0	0	413	97 2129
<b>#30 SR-88 / SR-12 (South)</b>											
Base	26	673	1	3	536	256	295	1	26	1	0 3 1821
Added	0	0	0	0	0	0	0	0	0	0	0
Total	26	673	1	3	536	256	295	1	26	1	0 3 1821
<b>#31 SR-88 / Kettleman</b>											
Base	29	524	5	7	440	101	182	49	26	12	62 4 1441
Added	0	0	0	0	0	0	0	0	0	0	0
Total	29	524	5	7	440	101	182	49	26	12	62 4 1441
<b>#32 SR-12 / SR-99 SB Ramps</b>											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
<b>#33 SR-12 / SR-99 NB Ramps</b>											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
<b>#34 Kettleman / SR-99 SB Ramps</b>											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
<b>#35 Kettleman / SR-99 NB Ramps</b>											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
<b>#36 SR-49 / Pleasant Valley</b>											
Base	203	0	273	0	0	0	355	187	217	301	0 1536
Added	0	0	0	0	0	0	0	0	0	0	0
Total	203	0	273	0	0	0	355	187	217	301	0 1536

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

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Impact Analysis Report  
Level Of Service

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
<b>#46 SR-16 / Excelsior</b>													
Base	50	74	62	43	122	158	144	563	92	46	697	17	2068
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	74	62	43	122	158	144	563	92	46	697	17	2068
<b>#47 SR-16 / Bradshaw</b>													
Base	108	710	63	386	920	227	268	388	107	80	490	350	4097
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	108	710	63	386	920	227	268	388	107	80	490	350	4097
<b>#101 SR-49 / Project Access</b>													
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
<b>#174 SR-49 / Project Service Access</b>													
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
<b>#176 Internal Project Intersection</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

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

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Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del./LOS	Veh C	Del./LOS	Veh C	
# 7 SR-49 / Main-Fiddletown	B 18.2	0.580	B 18.2	0.580	+ 0.000 D/V
# 9 SR-49 / Empire	B 11.7	0.557	B 11.7	0.557	+ 0.000 D/V
# 10 SR-49 / SR-16	C 23.3	0.832	C 23.3	0.832	+ 0.000 D/V
# 23 SR-16 / SR-124	A 6.8	0.500	A 6.8	0.500	+ 0.000 D/V
# 24 SR-16 / Latrobe (Amador)	A 7.8	0.586	A 7.8	0.586	+ 0.000 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	B 18.9	0.566	B 18.9	0.566	+ 0.000 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A 5.0	0.553	A 5.0	0.553	+ 0.000 D/V

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

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

Cycle (sec): 35 Critical Vol./Cap. (X): 0.557  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.7  
 Optimal Cycle: 32 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R L T R  
 Control: Protected Protected Protected Permitted Permitted  
 Rights: Include Include Ovl Permitted Permitted  
 Min. Green: 3 7 7 3 7 7 5 5 5 5 5 5 5 5 5

Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 0  
 Volume Module:  
 Base Vol: 81 452 5 2 524 16 28 0 265 5 3 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 81 452 5 2 524 16 28 0 265 5 3 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 0.91  
 PHF Volume: 89 498 6 2 578 18 31 0 292 6 3 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 89 498 6 2 578 18 31 0 292 6 3 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 89 498 6 2 578 18 31 0 292 6 3 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: 0.88 0.92 0.92 0.88 0.92 0.92 0.88 0.92 0.92 0.88 0.92 0.92 0.88 0.92 0.92 0.88 0.92 0.92 0.88  
 Lanes: 1.00 0.99 0.01 1.00 0.97 0.03 1.00 0.00 1.00 0.00 0.62 0.38 0.00  
 Final Sat.: 1671 1737 19 1671 1700 52 1520 0 1615 952 571 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.05 0.29 0.29 0.00 0.34 0.34 0.02 0.00 0.18 0.01 0.01 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.09 0.51 0.51 0.09 0.51 0.51 0.14 0.00 0.23 0.14 0.14 0.00  
 Volume/Cap: 0.62 0.56 0.56 0.02 0.66 0.66 0.14 0.00 0.79 0.04 0.04 0.00  
 Delay/Veh: 23.7 6.6 6.6 14.7 8.1 8.1 13.4 0.0 23.8 13.0 13.0 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: 23.7 6.6 6.6 14.7 8.1 8.1 13.4 0.0 23.8 13.0 13.0 0.0  
 HCM2KAVG: 2 5 5 0 6 6 0 0 6 0 0 0

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

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.580  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.2  
 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 L T R  
 Control: Protected Protected Protected Permitted Permitted  
 Rights: Include Include Permitted Permitted  
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7

Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol: 59 200 175 19 175 23 27 58 45 242 122 22  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 59 200 175 19 175 23 27 58 45 242 122 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
 PHF Volume: 60 204 178 19 178 23 28 59 46 247 124 22  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 60 204 178 19 178 23 28 59 46 247 124 22  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 60 204 178 19 178 23 28 59 46 247 124 22

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.86 0.86 0.88 0.91 0.91 0.95 0.93 0.93 0.95 0.98 0.98  
 Lanes: 1.00 0.53 0.47 1.00 0.88 0.12 1.00 0.56 0.44 1.00 0.85 0.15  
 Final Sat.: 1671 873 764 1671 1529 201 1805 999 775 1805 1573 284  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.23 0.23 0.01 0.12 0.12 0.02 0.06 0.06 0.14 0.08 0.08  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.35 0.35 0.06 0.29 0.29 0.10 0.14 0.14 0.21 0.24 0.24  
 Volume/Cap: 0.29 0.66 0.66 0.19 0.40 0.40 0.15 0.42 0.42 0.68 0.33 0.33  
 Delay/Veh: 20.7 16.5 16.5 23.3 14.8 14.8 20.7 20.8 20.8 22.6 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: 20.7 16.5 16.5 23.3 14.8 14.8 20.7 20.8 20.8 22.6 16.0 16.0  
 HCM2KAVG: 1 6 6 1 3 3 1 2 2 5 2 2

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

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #10 SR-49 / SR-16  
 Cycle (sec): 45 Critical Vol./Cap. (X): 0.832  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 23.3  
 Optimal Cycle: 56 Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 Control: Permitted Protected Protected Protected  
 Rights: Ignore Include Ovl Include  
 Min. Green: 5 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0  
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0  
 Volume Module:  
 Base Vol: 417 0 166 0 0 0 0 228 259 276 343 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 417 0 166 0 0 0 0 228 259 276 343 0  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.97 0.97 0.00 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 429 0 0 0 0 0 0 235 267 284 353 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 429 0 0 0 0 0 0 235 267 284 353 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 429 0 0 0 0 0 0 235 267 284 353 0  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.71 1.00 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 0.00 1.00 1.00 1.00 0.00  
 Final Sat.: 1353 0 1900 0 0 0 0 1759 1495 1671 1759 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.32 0.00 0.00 0.00 0.00 0.00 0.13 0.18 0.17 0.20 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.38 0.00 0.00 0.00 0.00 0.00 0.21 0.21 0.20 0.42 0.00  
 Volume/Cap: 0.83 0.00 0.00 0.00 0.00 0.00 0.62 0.83 0.83 0.48 0.00  
 Delay/Veh: 23.7 0.0 0.0 0.0 0.0 0.0 19.3 33.6 33.0 10.0 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 23.7 0.0 0.0 0.0 0.0 0.0 19.3 33.6 33.0 10.0 0.0  
 HCM2kAvg: 10 0 0 0 0 0 0 4 7 4 0

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

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #23 SR-16 / SR-124  
 Cycle (sec): 65 Critical Vol./Cap. (X): 0.500  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 6.8  
 Optimal Cycle: 33 Level Of Service: A  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 Control: Permitted Protected Protected Protected  
 Rights: Include Ovl Include  
 Min. Green: 5 0 0 0 5 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 1 0 1 0 0  
 Volume Module:  
 Base Vol: 16 0 86 0 0 0 0 0 0 0 0 401 25 79 681 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 16 0 86 0 0 0 0 0 0 0 0 401 25 79 681 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 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  
 PHF Volume: 17 0 93 0 0 0 0 0 0 0 0 434 27 85 737 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 17 0 93 0 0 0 0 0 0 0 0 434 27 85 737 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 17 0 93 0 0 0 0 0 0 0 0 434 27 85 737 0  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.76 1.00 0.81 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 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1447 0 1537 0 0 0 0 1759 1495 1671 1759 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.00 0.06 0.00 0.00 0.00 0.00 0.25 0.02 0.05 0.42 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.08 0.00 0.21 0.00 0.00 0.00 0.00 0.65 0.65 0.13 0.78 0.00  
 Volume/Cap: 0.16 0.00 0.29 0.00 0.00 0.00 0.00 0.38 0.03 0.38 0.53 0.00  
 Delay/Veh: 28.7 0.0 22.0 0.0 0.0 0.0 0.0 5.5 4.1 26.7 3.0 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 28.7 0.0 22.0 0.0 0.0 0.0 0.0 5.5 4.1 26.7 3.0 0.0  
 HCM2kAvg: 1 0 2 0 0 0 0 4 0 2 6 0





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

Level of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #26 SR-104 (Main) / SR-124 (Church)  
 Cycle (sec): 25 Critical Vol./Cap. (X): 0.553  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 5.0  
 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
Lanes:	1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0	1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0	1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0	1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0

Volume Module:

	18	3	5	13	5	251	231	23	306	2
Base Vol:	133	10	18	3	5	13	5	251	231	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	10	18	3	5	13	5	251	231	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	146	11	20	3	5	14	5	275	253	25
Reduce Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	11	20	3	5	14	5	275	253	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	11	20	3	5	14	5	275	253	25

Saturation Flow Module:

	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.86	0.83	0.83	0.88	0.88	0.88	0.88	0.90
Lanes:	1.00	0.36	0.64	0.14	0.24	0.62	0.01	0.52	0.47
Final Sat.:	1447	584	1051	225	374	973	17	861	792

Capacity Analysis Module:

	0.10	0.02	0.02	0.01	0.01	0.32	0.32	0.32	0.21	0.21
Vol/Sat:	0.10	0.02	0.02	0.01	0.01	0.32	0.32	0.32	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.50	0.09	0.09	0.07	0.07	0.57	0.57	0.57	0.38	0.38
Delay/Veh:	10.3	8.3	8.3	8.2	8.2	4.4	4.4	4.4	3.3	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	8.3	8.3	8.2	8.2	4.4	4.4	4.4	3.3	3.3
HCM2KAVg:	2	0	0	0	0	4	4	4	2	2

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 \*\*\*\*\*  
 Intersection #26 SR-104 (Main) / SR-124 (Church)  
 \*\*\*\*\*  
 Cycle (sec): 25 Critical Vol./Cap. (X): 0.505  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 4.7  
 Optimal Cycle:OPTIMIZED Level Of Service: A  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 5 5  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0  
 Volume Module:  
 Base Vol.: 133 10 18 3 5 13 5 251 231 23 306 2  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 133 10 18 3 5 13 5 251 231 23 306 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: 133 10 18 3 5 13 5 251 231 23 306 2  
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 133 10 18 3 5 13 5 251 231 23 306 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  
 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.: 133 10 18 3 5 13 5 251 231 23 306 2  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.76 0.86 0.86 0.83 0.83 0.83 0.88 0.88 0.88 0.90 0.90  
 Lanes: 1.00 0.36 0.64 0.14 0.24 0.62 0.01 0.52 0.47 0.07 0.92  
 Final Sat.: 1447 584 1051 225 375 974 17 861 792 119 1587 10  
 Capacity Analysis Module:  
 Vol/Sat: 0.09 0.02 0.02 0.01 0.01 0.01 0.29 0.29 0.29 0.19 0.19  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.20 0.20 0.20 0.20 0.20 0.20 0.56 0.56 0.56 0.56 0.56  
 Volume/Cap: 0.46 0.09 0.09 0.07 0.07 0.07 0.52 0.52 0.52 0.34 0.34  
 Delay/Veh: 10.0 8.3 8.3 8.2 8.2 8.2 3.9 3.9 3.9 3.2 3.2  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 10.0 8.3 8.3 8.2 8.2 8.2 3.9 3.9 3.9 3.2 3.2  
 HCM2KAVG: 2 0 0 0 0 0 3 3 3 2 2  
 \*\*\*\*\*

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 \*\*\*\*\*  
 Intersection #29 SR-88 / SR-12 (North)  
 \*\*\*\*\*  
 Cycle (sec): 55 Critical Vol./Cap. (X): 0.806  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.7  
 Optimal Cycle:OPTIMIZED Level Of Service: B  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 5 0 5 3 7  
 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 0 91 0 573 561 394 0 0 413 97  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 0 0 91 0 573 561 394 0 0 413 97  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 91 0 573 561 394 0 0 413 97  
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 0 0 0 0 91 0 573 561 394 0 0 413 97  
 PCE Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 0 91 0 573 561 394 0 0 413 97  
 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 1442 339  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.38 0.32 0.22 0.00 0.00 0.29 0.29  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.09 0.00 0.49 0.40 0.75 0.00 0.00 0.35 0.35  
 Volume/Cap: 0.00 0.00 0.00 0.70 0.00 0.79 0.82 0.29 0.00 0.00 0.82 0.82  
 Delay/Veh: 0.0 0.0 0.0 39.3 0.0 17.5 22.5 2.4 0.0 0.0 24.6 24.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 39.3 0.0 17.5 22.5 2.4 0.0 0.0 24.6 24.6  
 HCM2KAVG: 0 0 0 3 0 10 12 2 0 0 11 11  
 \*\*\*\*\*

Cumulative No Project Saturday - Recommended Improvements  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #30 SR-99 / SR-12 (South)  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.630  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.9  
 Optimal Cycle: OPTIMIZED Level of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 3 0 1 0 1 0 1 0 1 0 1 0 1 0 0  
 Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0

Volume Module:  
 Base Vol: 26 673 1 3 536 256 295 1 26 1 0 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 26 673 1 3 536 256 295 1 26 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: 26 673 1 3 536 256 295 1 26 1 0 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 26 673 1 3 536 256 295 1 26 1 0 3  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 26 673 1 3 536 256 295 1 26 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 1697 3 1702 1792 1523 1736 58 1507 406 0 1218

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.35 0.35 0.00 0.30 0.17 0.17 0.02 0.02 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.48 0.48 0.04 0.48 0.71 0.23 0.23 0.23 0.09 0.00 0.09  
 Volume/Cap: 0.36 0.74 0.74 0.04 0.63 0.24 0.74 0.08 0.08 0.03 0.00 0.03  
 Delay/Veh: 38.1 19.2 19.2 34.9 16.1 4.0 34.2 22.8 22.8 31.0 0.0 31.0  
 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: 38.1 19.2 19.2 34.9 16.1 4.0 34.2 22.8 22.8 31.0 0.0 31.0  
 HCM2kAVG: 1 14 0 10 2 8 1 1 0 0 0

Cumulative No Project Saturday - Recommended Improvements  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #36 SR-49 / Pleasant Valley  
 Cycle (sec): 40 Critical Vol./Cap. (X): 0.733  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.4  
 Optimal Cycle: OPTIMIZED Level of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 5 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0  
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:  
 Base Vol: 203 0 273 0 0 0 0 0 355 187 217 301 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 203 0 273 0 0 0 0 0 355 187 217 301 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 203 0 273 0 0 0 0 0 355 187 217 301 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 203 0 273 0 0 0 0 0 355 187 217 301 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 203 0 273 0 0 0 0 0 355 187 217 301 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.72 1.00 0.79 1.00 1.00 1.00 1.00 0.95 0.95 0.95 0.95 1.00  
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.65 0.35 1.00 1.00 0.00  
 Final Sat.: 1366 0 1510 0 0 0 0 0 1186 625 1805 1900 0

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.00 0.18 0.00 0.00 0.00 0.00 0.30 0.30 0.12 0.16 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.20 0.00 0.37 0.00 0.00 0.00 0.00 0.41 0.41 0.16 0.57 0.00  
 Volume/Cap: 0.73 0.00 0.49 0.00 0.00 0.00 0.00 0.73 0.73 0.73 0.28 0.00  
 Delay/Veh: 24.6 0.0 10.5 0.0 0.0 0.0 0.0 13.8 13.8 25.0 4.5 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 24.6 0.0 10.5 0.0 0.0 0.0 0.0 13.8 13.8 25.0 4.5 0.0  
 HCM2kAVG: 5 0 3 0 0 0 0 8 8 5 2 0





Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #44 SR-16 / Grant Line

Cycle (sec): 40 Critical Vol./Cap. (X): 0.630  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 14.5  
 Optimal Cycle:OPTIMIZED Level Of Service: B  
 Approach: North Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Rights: Protected Protected Protected Protected  
 Min. Green: 3 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0  
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 13 336 64 60 280 130 74 854 9 77 801 71  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 13 336 64 60 280 130 74 854 9 77 801 71  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 13 336 64 60 280 130 74 854 9 77 801 71  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 13 336 64 60 280 130 74 854 9 77 801 71  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 13 336 64 60 280 130 74 854 9 77 801 71

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.91  
 Lanes: 1.00 1.71 0.29 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00  
 Final Sat.: 1805 2960 564 1805 2347 1090 1753 3465 37 1753 3181 282

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.11 0.11 0.03 0.12 0.12 0.04 0.25 0.25 0.04 0.25 0.25  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.08 0.17 0.17 0.08 0.38 0.38 0.08 0.38 0.38  
 Volume/Cap: 0.10 0.65 0.65 0.44 0.68 0.68 0.56 0.66 0.66 0.59 0.67 0.67  
 Delay/Veh: 17.5 17.8 17.8 20.0 18.7 18.7 23.4 11.6 11.6 24.6 11.8 11.8  
 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: 17.5 17.8 17.8 20.0 18.7 18.7 23.4 11.6 11.6 24.6 11.8 11.8  
 HCM2KAVG: 0 4 4 1 4 4 2 6 6 2 6 6

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #45 SR-16 / Sunrise

Cycle (sec): 40 Critical Vol./Cap. (X): 0.717  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.6  
 Optimal Cycle:OPTIMIZED Level Of Service: B  
 Approach: North Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Rights: Protected Protected Protected Protected  
 Min. Green: 3 1 0 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Lanes: 1 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:  
 Base Vol: 15 459 78 337 588 146 127 529 22 76 610 338  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 15 459 78 337 588 146 127 529 22 76 610 338  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 15 459 78 337 588 146 127 529 22 76 610 338  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 459 78 337 588 146 127 529 22 76 610 338  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 15 459 78 337 588 146 127 529 22 76 610 338

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.80 0.80  
 Lanes: 1.00 1.71 0.29 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1805 3018 513 3502 3610 1615 1702 3404 1523 1702 3404 1523

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.15 0.15 0.10 0.16 0.09 0.07 0.16 0.01 0.04 0.18 0.22  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.10 0.21 0.21 0.13 0.24 0.35 0.10 0.25 0.35 0.11 0.25 0.38  
 Volume/Cap: 0.08 0.72 0.72 0.72 0.67 0.26 0.72 0.63 0.04 0.42 0.72 0.58  
 Delay/Veh: 16.4 18.0 18.0 21.9 15.8 9.6 30.5 14.9 8.6 18.3 16.7 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: 16.4 18.0 18.0 21.9 15.8 9.6 30.5 14.9 8.6 18.3 16.7 11.2  
 HCM2KAVG: 0 5 5 4 5 2 3 4 0 2 5 4

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #46 SR-16 / Excelsior  
 Cycle (sec): 30 Critical Vol./Cap. (X): 0.699  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.4  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 3 7 7 3  
 Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol.: 50 74 62 43 122 158 144 563 92 46 697 17  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 50 74 62 43 122 158 144 563 92 46 697 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: 50 74 62 43 122 158 144 563 92 46 697 17  
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCF Adj.: 50 74 62 43 122 158 144 563 92 46 697 17  
 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.: 50 74 62 43 122 158 144 563 92 46 697 17  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.83 0.83 0.83 0.87 0.87 0.87 0.90 0.88 0.88 0.90 0.89 0.89  
 Lanes: 0.27 0.40 0.33 0.13 0.38 0.49 1.00 1.72 0.28 1.00 1.95 0.05  
 Final Sat.: 423 627 525 221 627 813 1702 2865 468 1702 3310 81  
 Capacity Analysis Module:  
 Vol/Sat: 0.12 0.12 0.12 0.19 0.19 0.19 0.08 0.20 0.20 0.03 0.21 0.21  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.28 0.28 0.28 0.28 0.28 0.28 0.12 0.30 0.30 0.13 0.30 0.30  
 Volume/Cap: 0.42 0.42 0.42 0.70 0.70 0.70 0.70 0.67 0.67 0.21 0.70 0.70  
 Delay/Veh: 9.5 9.5 9.5 14.4 14.4 14.4 22.9 11.0 11.0 12.3 11.5 11.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 9.5 9.5 9.5 14.4 14.4 14.4 22.9 11.0 11.0 12.3 11.5 11.5  
 HCMRAvg: 2 2 2 5 5 5 6 8 8 6 7 3 1 2 6 7

Level Of Service Computation Report  
 2000 HCM Operations Method (Base Volume Alternative)  
 Intersection #47 SR-16 / Bradshaw  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.827  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.5  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 3 7 7 3 7 7 3 7  
 Lanes: 2 0 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol.: 108 710 63 386 920 227 268 388 107 80 490 350  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 108 710 63 386 920 227 268 388 107 80 490 350  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 108 710 63 386 920 227 268 388 107 80 490 350  
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCF Adj.: 108 710 63 386 920 227 268 388 107 80 490 350  
 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.: 108 710 63 386 920 227 268 388 107 80 490 350  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 2.00 1.84 0.16 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3502 3276 291 3502 3610 1615 1702 3404 1523 1702 3404 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.22 0.22 0.11 0.25 0.14 0.16 0.11 0.07 0.05 0.14 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.06 0.26 0.26 0.13 0.34 0.53 0.19 0.26 0.32 0.11 0.17 0.31  
 Volume/Cap: 0.51 0.83 0.83 0.83 0.76 0.27 0.83 0.45 0.22 0.43 0.83 0.75  
 Delay/Veh: 25.0 23.5 23.5 32.7 17.7 6.7 35.4 16.0 12.8 22.4 29.3 22.1  
 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: 25.0 23.5 23.5 32.7 17.7 6.7 35.4 16.0 12.8 22.4 29.3 22.1  
 HCMRAvg: 2 2 2 5 5 5 6 8 8 6 7 3 1 2 6 7



## **APPENDIX U**

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### **Intersection Operations Calculations Cumulative Alternative A Condition**



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 Ione Casino  
 Cumulative Plus Alternative A - Friday  
 PM Peak Hour  
 -----

-----  
 Ione Casino  
 Cumulative Plus Alternative A - Friday  
 PM Peak Hour  
 -----

Scenario: Cum Plus Alt A Frid

Trip Generation Report

Command: Cum Plus Alt A Frid  
 Volume: Cum Plus Alt A Frid  
 Geometry: Cumulative  
 Impact Fee: Existing  
 Trip Generation: Cum Plus Alt A Frid  
 Trip Distribution: Default  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

Forecast for Cum Plus Alt A Fri

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total Trips
1	Ione Casino-	1.00	Ione Casino	312.00	288.00	312	288	600	100.0
	Zone 1 Subtotal					312	288	600	100.0

-----  
 TOTAL ..... 312 288 600 100.0  
 -----

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Trip Distribution Report

Percent Of Trips Default	
Zone	To Gates
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	To Gates
1	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	To Gates
1	23 24 25 26
1	0.1 0.8 1.4 1.6

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Turning Movement Report

Cum Plus Alt A Fri		Southbound		Eastbound		Westbound		Total			
Volume Type	Northbound	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
Added	0	0	23	0	0	0	0	0	0	0	23
Total	0	0	23	0	0	0	0	0	0	0	23
#2 Main / Sherwood											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	18	4	0	17	0	43
Total	4	0	0	0	0	18	4	0	17	0	43
#3 Main / Empire											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	15	3	0	14	0	35
Total	3	0	0	0	0	15	3	0	14	0	35
#4 Main / Poplar											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	12	3	0	11	0	29
Total	3	0	0	0	0	12	3	0	11	0	29
#5 Main / Mill											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	12	0	0	11	0	23
Total	0	0	0	0	0	12	0	0	11	0	23
#6 SR-49 / Miller Way											
Base	51	236	0	0	180	8	6	0	22	0	503
Added	0	59	0	0	64	0	0	0	0	0	123
PassBy	0	-4	0	0	-4	0	0	0	0	0	-8
Total	51	291	0	0	240	8	6	0	22	0	618
#7 SR-49 / Main-Fiddletown											
Base	72	219	349	22	154	27	20	94	66	164	80
Added	11	59	1	0	64	0	0	0	12	1	0
PassBy	0	-4	0	0	-4	0	0	0	0	0	-8
Total	83	274	350	22	214	27	20	94	78	165	80
#8 SR-49 / Poplar											
Base	53	686	0	0	395	9	9	0	59	0	1211
Added	3	71	0	0	77	0	0	0	4	0	155
PassBy	0	-4	0	0	-4	0	0	0	0	0	-8
Total	56	753	0	0	468	9	9	0	63	0	1358

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

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

<b>#9 SR-49 / Empire</b>													
Base	172	697	8	5	480	9	14	2	137	2	9	3	1538
Added	8	75	0	0	81	0	0	0	8	0	0	0	172
PassBy	0	-4	0	0	-4	0	0	0	0	0	0	0	-8
Total	180	768	8	5	557	9	14	2	145	2	9	3	1702

<b>#10 SR-49 / SR-16</b>													
Base	307	0	133	0	0	0	0	484	526	230	335	0	2015
Added	0	0	16	0	0	0	0	207	0	15	191	0	429
PassBy	0	0	0	0	0	0	0	-4	0	-4	0	0	8
Total	307	0	149	0	0	0	0	687	526	241	526	0	2436

<b>#11 SR-49 / Main (Drytown)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	15	0	0	14	0	0	0	0	0	0	0	29
Total	0	15	0	0	14	0	0	0	0	0	0	0	29

<b>#12 SR-49 / Water-Amador Creek</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	0	0	0	0	5	0	0	0	11
Total	6	0	0	0	0	0	0	0	5	0	0	0	11

<b>#13 SR-49 / Gopher Flat</b>													
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

<b>#14 SR-49 / Eureka</b>													
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

<b>#15 SR-49 / Church</b>													
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

<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	8	0	0	8	4	4	0	0	0	0	0	24
Total	0	8	0	0	8	4	4	0	0	0	0	0	24

<b>#17 SR-49 / Jackson Gate-Ione Martell</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	8	0	0	7	0	0	0	0	0	0	0	15
Total	0	8	0	0	7	0	0	0	0	0	0	0	15

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

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

<b>#18 SR-49 / SR-88 (North)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	7	0	0	0	0	0	0	0	0	7
Total	0	0	0	7	0	0	0	0	0	0	0	0	7

<b>#19 SR-49 / Sutter</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	7	0	0	0	0	0	0	0	7
Total	0	7	0	0	7	0	0	0	0	0	0	0	7

<b>#20 SR-49 / Hoffman</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	7	0	0	0	0	0	0	0	7
Total	0	7	0	0	7	0	0	0	0	0	0	0	7

<b>#21 SR-49 / Main (Jackson)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	1	6	0	0	0	0	0	0	0	7
Total	0	6	0	1	6	0	0	0	0	0	0	0	7

<b>#22 SR-49 / SR-88 (South)</b>													
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	6
Total	0	6	0	0	6	0	0	0	0	0	0	0	6

<b>#23 SR-16 / SR-124</b>													
Base	14	0	202	0	0	0	0	0	808	27	75	567	0
Added	0	0	96	0	0	0	0	111	0	88	102	0	397
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	14	0	298	0	0	0	0	915	27	163	669	0	2086

<b>#24 SR-16 / Latrobe (Amador)</b>													
Base	0	0	0	197	0	8	6	616	0	0	398	133	1358
Added	0	0	0	0	0	0	0	111	0	0	102	0	213
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	0	0	0	197	0	8	6	723	0	0	500	133	1567

<b>#25 SR-104 (Preston) / SR-124 (North)</b>													
Base	160	288	205	51	313	47	36	28	115	152	25	33	1453
Added	0	0	93	3	0	0	0	0	0	86	0	2	184
Total	160	288	298	54	313	47	36	28	115	238	25	35	1637

<b>#26 SR-104 (Main) / SR-124 (Church)</b>													
Base	242	10	18	3	11	24	51	285	295	5	212	5	1161
Added	92	0	0	0	0	0	0	1	85	0	1	0	179
Total	334	10	18	3	11	24	51	286	380	5	213	5	1340

Ione Casino  
Cumulative Plus Alternative A - Friday  
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	0
Added	0	0	0	0	0	4	0	4	0	8
Total	0	0	0	0	0	4	0	4	0	8

#28 SR-88 / SR-124										
Base	0	0	0	5	0	226	210	531	0	0
Added	0	0	0	0	0	81	87	4	0	141
Total	0	0	0	5	0	307	297	535	0	1598

#29 SR-88 / SR-12 (North)										
Base	0	0	0	107	0	564	645	614	0	0
Added	0	0	0	0	0	68	73	0	0	141
Total	0	0	0	107	0	632	718	614	0	141

#30 SR-88 / SR-12 (South)										
Base	32	895	2	3	518	262	276	1	20	2
Added	0	49	0	0	45	19	20	0	0	0
Total	32	944	2	3	563	281	296	1	20	2

#31 SR-88 / Kettleman										
Base	22	672	20	7	439	100	256	104	33	17
Added	0	42	0	0	39	6	6	0	0	0
Total	22	714	20	7	478	106	262	104	33	17

#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	1	0	1
Total	0	0	0	0	0	0	0	1	0	1

#33 SR-12 / SR-99 NB Ramps										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	18	0	0	0	0	1	0	18
Total	0	0	18	0	0	0	0	1	0	18

#34 Kettleman / SR-99 SB Ramps										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	5	0	11	0	5
Total	0	0	0	0	0	5	0	11	0	5

#35 Kettleman / SR-99 NB Ramps										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	5	6	0	5
Total	0	0	0	0	0	0	5	6	0	5

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

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

#36 SR-49 / Pleasant Valley										
Base	155	0	250	0	0	0	0	604	281	325
Added	12	0	46	0	0	0	0	0	13	50
Total	167	0	296	0	0	0	0	604	294	375

#37 SR-16 / Ione										
Base	78	0	1	0	0	0	0	652	190	0
Added	0	0	0	0	0	0	0	111	0	0
PassBy	0	0	0	0	0	0	0	-4	0	0
Total	78	0	1	0	0	0	0	759	190	0

#38 SR-16 / Murietta South Pkwy										
Base	0	0	2	11	3	126	208	834	0	2
Added	0	0	0	0	0	0	0	110	0	0
PassBy	0	0	0	0	0	0	0	-4	0	0
Total	0	0	2	11	3	126	208	940	0	2

#39 SR-16 / Murietta Pkwy										
Base	147	195	55	55	114	177	212	938	179	45
Added	0	0	0	0	0	0	0	110	0	0
PassBy	0	0	0	0	0	0	0	-4	0	0
Total	147	195	55	55	114	177	212	1044	179	45

#40 SR-16 / Stone House										
Base	0	0	0	129	0	36	85	1205	0	0
Added	0	0	0	0	0	0	0	110	0	0
PassBy	0	0	0	0	0	0	0	-4	0	0
Total	0	0	0	129	0	36	85	1311	0	0

#41 SR-16 / Latrobe (Sac)										
Base	9	0	4	9	0	47	60	1329	22	4
Added	0	0	0	0	0	0	0	110	0	0
PassBy	0	0	0	0	0	0	0	-4	0	0
Total	9	0	4	9	0	47	60	1435	22	4

#42 SR-16 / Dillard										
Base	104	0	145	0	0	0	0	1271	284	89
Added	0	0	2	0	0	0	0	108	0	1
PassBy	0	0	0	0	0	0	0	-4	0	0
Total	104	0	147	0	0	0	0	1375	284	90

#43 SR-16 / Sloughhouse										
Base	6	0	81	0	0	0	0	1479	12	44
Added	0	0	0	0	0	0	0	108	0	0
PassBy	0	0	0	0	0	0	0	-4	0	0
Total	6	0	81	0	0	0	0	1583	12	44

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

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Intersection Volume Report  
Base Volume Alternative  
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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	51	236	0	0	180	8	6	0	22	0	0	0
7 SR-49 / Main-	72	219	349	22	154	27	20	94	66	164	80	19
8 SR-49 / Popla	53	686	0	0	395	9	9	0	59	0	0	0
9 SR-49 / Embur	172	697	8	5	480	9	14	2	137	2	9	3
10 SR-49 / SR-16	307	0	133	0	0	0	0	0	484	526	230	335
23 SR-16 / SR-12	14	0	202	0	0	197	0	8	6	616	0	398
24 SR-16 / Latro	0	0	0	0	0	0	0	0	0	0	0	0
25 SR-104 (Prest)	160	288	205	51	313	47	36	28	115	152	25	33
26 SR-104 (Main)	242	10	18	3	11	24	51	285	295	5	212	5
28 SR-88 / SR-12	0	0	0	0	0	5	0	226	210	531	0	447
101 SR-49 / Proje	0	877	0	0	619	0	0	0	0	0	0	0
174 SR-49 / Proje	0	877	0	0	619	0	0	0	0	0	0	0

Node Intersection	Northbound			Southbound			Eastbound			Westbound			
	L	T	R	L	T	R	L	T	R	L	T	R	
#44 SR-16 / Grant Line	Base	0	615	78	178	887	149	214	1406	64	84	618	103
	Added	0	0	0	0	0	0	0	97	0	10	90	0
	PassBy	0	0	0	0	0	0	0	-4	0	0	0	-4
	Total	0	615	78	178	887	149	214	1499	64	94	708	103
#45 SR-16 / Sunrise	Base	10	765	134	441	1442	276	193	1162	51	65	558	203
	Added	0	0	5	25	0	0	0	67	0	5	62	23
	PassBy	0	0	0	0	0	0	0	-4	0	0	0	-4
	Total	10	769	139	466	1442	276	193	1225	51	70	620	226
#46 SR-16 / Excelsior	Base	43	103	137	22	312	173	195	1291	268	135	698	41
	Added	0	0	3	1	0	0	0	63	0	3	58	1
	PassBy	0	0	0	0	0	0	0	-4	0	0	0	-4
	Total	43	103	140	23	312	173	195	1350	268	138	756	42
#47 SR-16 / Bradshaw	Base	135	931	94	458	1463	672	425	1152	169	121	639	213
	Added	0	0	3	8	0	0	0	52	0	3	48	8
	PassBy	0	0	0	0	0	0	0	-4	0	0	0	-4
	Total	135	931	97	466	1463	672	425	1200	169	124	687	221
#101 SR-49 / Project Access	Base	0	877	0	0	619	0	0	0	0	0	0	0
	Added	0	0	133	90	0	0	0	0	123	0	83	429
	PassBy	0	-4	0	0	-4	0	0	0	0	0	0	-8
	Total	0	873	133	90	615	0	0	0	123	0	83	1917
#174 SR-49 / Project Service Access	Base	0	877	0	0	619	0	0	0	0	0	0	0
	Added	0	133	89	0	123	0	0	0	82	0	0	427
	PassBy	0	-2	0	0	-4	0	0	0	0	0	0	-6
	Total	0	1008	89	0	738	0	0	0	82	0	0	1917
#176 Internal Project Intersection	Base	0	0	0	0	0	0	0	0	0	0	0	0
	Added	0	0	89	0	0	0	0	223	0	82	206	600
	Total	0	0	89	0	0	0	0	223	0	82	206	600

Ione Casino  
 Cumulative Plus Alternative A - 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	51	291	0	0	240	8	6	0	22	0	0	0
7 SR-49 / Main-	83	274	350	22	214	27	20	94	78	165	80	19
8 SR-49 / Poplar	56	753	0	0	468	9	9	0	63	0	0	0
9 SR-49 / Empir	180	768	8	5	557	9	14	2	145	2	9	3
10 SR-49 / SR-16	307	0	149	0	0	0	0	687	526	241	526	0
23 SR-16 / SR-12	14	0	298	0	0	0	0	915	27	163	669	0
24 SR-16 / Latro	0	0	197	0	8	6	723	0	0	500	133	0
25 SR-104 (Prest)	160	288	298	54	313	47	36	28	115	238	25	35
26 SR-104 (Main)	334	10	18	3	11	24	51	286	380	5	213	5
101 SR-49 / Proje	0	0	0	5	0	307	297	535	0	0	451	3
174 SR-49 / Proje	0	873	133	90	615	0	0	0	0	123	0	83

Ione Casino  
 Cumulative Plus Alternative A - Friday  
 PM Peak Hour

Impact Analysis Report  
 Level Of Service

Intersection	Base			Future			Change in
	Del/ LOS	V/ Veh	C	Del/ LOS	V/ Veh	C	
# 6 SR-49 / Miller Way	B	10.2	0.000	B	10.9	0.000	+ 0.670 D/V
# 7 SR-49 / Main-Fiddletown	F	246.2	0.000	F	518.4	0.000	+272.271 D/V
# 8 SR-49 / Poplar	B	14.1	0.000	C	15.7	0.000	+ 1.670 D/V
# 9 SR-49 / Empire	F	56.0	0.000	F	79.0	0.000	+23.072 D/V
# 10 SR-49 / SR-16	F	470.7	0.000	F	OVRFL	0.000	+691.150 D/V
# 23 SR-16 / SR-124	D	28.5	0.000	F	84.3	0.000	+55.844 D/V
# 24 SR-16 / Latrobe (Amador)	F	89.8	0.000	F	212.5	0.000	+122.785 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	669.6	0.000	F	OVRFL	0.000	+728.881 D/V
# 26 SR-104 (Main) / SR-124 (Church)	F	111.4	0.000	F	302.3	0.000	+190.949 D/V
# 28 SR-88 / SR-124	C	16.6	0.000	C	20.7	0.000	+ 4.104 D/V
#101 SR-49 / Project Access	A	0.0	0.000	F	305.6	0.000	+305.617 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	F	240.7	0.000	+240.696 D/V



Ione Casino  
 Cumulative Plus Alternative A - Friday  
 PM Peak Hour

Signal Warrant Summary Report

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

Ione Casino  
 Cumulative Plus Alternative A - 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.:	56 322	0 0 265	9 7 0 24	0 0 0 0 0
Approachdel:	xxxxxx	xxxxxx	10.9	xxxxxx

Signal warrant Rule #1: (control-Stop)  
 Signal warrant Rule #2: (vehicle-hours=0.1)  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal warrant Rule #3: (approach volume-31)  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal warrant Rule #4: (approach count-3) (total volume-684)  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Signal Warrant Report

Intersection #7 SR-49 / Main-Fiddletown

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

Final Vol.: 87 287 366 23 224 28 21 98 82 173 84 20

ApproachDel: xxxxxx xxxxxx 37.3 518.4

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

Signal Warrant Rule #1: [vehicle-hours=2.1]

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

Signal Warrant Rule #2: [approach volume=201]

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

Signal Warrant Rule #3: [approach count=4][total volume=1493]

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

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Signal Warrant Report

Intersection #8 SR-49 / Poplar

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

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

Final Vol.: 60 810 0 0 503 10 10 0 68 0 0 0 0

ApproachDel: xxxxxx xxxxxx 15.7 xxxxxx

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

Signal Warrant Rule #1: [vehicle-hours=0.3]

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

Signal Warrant Rule #2: [approach volume=7]

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

Signal Warrant Rule #3: [approach count=3][total volume=1460]

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

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Signal Warrant Report  
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Intersection #9 SR-49 / Empire

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	0	0	1	0	0	1	0	1	0	0	1	0
Lanes:	1	1	0	0	1	0	0	1	0	0	1	0
Final Vol.:	191	816	9	5	592	10	15	2	154	2	10	3
ApproachDel:	xxxxxx			xxxxxx			26.1					79.0

Approach(leastbound)[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=171]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1809]  
 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=0.3]  
 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=1809]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative Plus Alternative A - 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	1	0	0	1	0	0	0	0	0	0	0	1
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0
Final Vol.:	318	0	154	0	0	0	0	712	545	250	545	0
ApproachDel:	1161.9			xxxxxx			xxxxxx			xxxxxx		

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

Signal Warrant Rule #1: [vehicle-hours=152.5]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=473]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=2524]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Signal Warrant Report  
Intersection #23 SR-16 / SR-124

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 Uncontrolled Uncontrolled Uncontrolled  
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0  
Final Vol.: 14 0 308 0 0 0 0 0 945 28 168 691  
ApproachDel: 84.3 xxxxxx xxxxxx xxxxxx xxxxxx

Approach[northbound] [lanes=2] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=7.5]  
SUCCEED - Vehicle-hours >= 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=2155]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Signal Warrant Report  
Intersection #24 SR-16 / Latrobe (Amador)

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 Uncontrolled Uncontrolled  
Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 1 0  
Final Vol.: 0 0 0 0 206 0 8 6 755 0 0 522 139  
ApproachDel: xxxxxx 212.5 xxxxxx xxxxxx

Approach[southbound] [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=12.6]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=214]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=1637]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Signal Warrant Report  
Intersection #26 SR-104 (Main) / SR-124 (Church)  
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0
Final Vol.:	169 304 314	57 330 50	38 30 121	251 26 37
ApproachDel:	xxxxxx	xxxxxx	75.4	1398.5

Signal Warrant Rule #1: [vehicle-hours=4.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=189]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1727]  
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=122.1]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=314]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1727]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Signal Warrant Report  
Intersection #25 SR-104 (Preston) / SR-124 (North)  
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0
Final Vol.:	169 304 314	57 330 50	38 30 121	251 26 37
ApproachDel:	xxxxxx	xxxxxx	75.4	1398.5

Signal Warrant Rule #1: [vehicle-hours=4.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=189]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1727]  
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=122.1]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=314]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1727]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Signal Warrant Report  
Intersection #101 SR-49 / Project Access  
Future Volume Alternative: Peak Hour Warrant Met

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Lanes: 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1  
Final Vol.: 0 928 141 96 654 0 0 0 0 0 0 0 0 0 0 131 0 88  
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx 305.6

Approach[southbound][lanes=2][control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=18.6]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=219]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=2037]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

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

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 1 0  
Final Vol.: 0 0 0 0 5 0 0 333 322 580 0 0 489 3  
ApproachDel: xxxxxx 20.7 xxxxxx xxxxxx

Approach[southbound][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=338]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=1733]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - 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: Approach, Movement, Control, Lanes, Final Vol., Approach Del. Rows for North Bound, South Bound, East Bound, West Bound.

Approach[westbound] [lanes=2] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours >= 5 for two or more lane approach].  
Signal Warrant Rule #2: [approach volume=87]  
Signal Warrant Rule #3: [approach count=3] [total volume=2037]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #6 SR-49 / Miller Way

Table with columns: Approach, Movement, Control, Lanes, Final Vol., Approach Del. Rows for North Bound, South Bound, East Bound, West Bound.

Approach[westbound] [lanes=2] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours >= 5 for two or more lane approach].  
Signal Warrant Rule #2: [approach volume=87]  
Signal Warrant Rule #3: [approach count=3] [total volume=2037]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

























Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #40 SR-16 / Stone House  
 Average Delay (sec/veh): 69.8 Worst Case Level Of Service: F[1032.2]  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include  
 Lanes: 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0

Volume Module:  
 Base Vol: 0 0 129 0 36 85 1205 0 0 710 81  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 129 0 36 85 1205 0 0 710 81  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 -4 0 0 0  
 Initial Fut: 0 0 129 0 36 85 1311 0 0 811 81  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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 0 129 0 36 85 1311 0 0 811 81  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 0 0 129 0 36 85 1311 0 0 811 81  
 Critical Gap Module:  
 Critical Gap: 6.4 xxxxx 6.2 4.1 xxxxx xxxxxx xxxxxx xxxxxx  
 FollowUpPrim: 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:  
 Conflict Vol: 2333 xxxxx 852 892 xxxxx xxxxxx xxxxxx xxxxxx  
 Potent Cap.: 41 xxxxx 363 756 xxxxx xxxxxx xxxxxx xxxxxx  
 Move Cap.: 38 xxxxx 363 756 xxxxx xxxxxx xxxxxx xxxxxx  
 Volume/Cap: 3.43 xxxxx 0.10 0.11 xxxxx xxxxx xxxxx xxxxx  
 Level Of Service Module:  
 Queue: xxxxx xxxxx 14.7 xxxxx 0.3 0.4 xxxxx xxxxxx xxxxxx xxxxxx  
 Stopped Del: xxxxx xxxxx 1316 xxxxx 16.0 10.4 xxxxx xxxxxx xxxxxx 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  
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \*  
 ApproachDel: xxxxxx 1032.2 xxxxxx \* \* \* \* \*  
 ApproachLOS: \* \* \* \* \* F \* \* \* \* \* xxxxxx

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #41 SR-16 / Latrobe (Sac)  
 Average Delay (sec/veh): 3.1 Worst Case Level Of Service: F[270.9]  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include  
 Lanes: 0 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 -4 0 0  
 Initial Fut: 9 0 4 9 0 47 60 1435 22 4 881 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 9 0 4 9 0 47 60 1435 22 4 881 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 9 0 4 9 0 47 60 1435 22 4 881 15  
 Critical Gap Module:  
 Critical Gap: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxxx  
 FollowUpPrim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx

Capacity Module:  
 Conflict Vol: 2465 xxxxx 1446 2465 xxxxx 889 896 xxxxx xxxxxx 1457 xxxxx xxxxxx  
 Potent Cap.: 20 xxxxx 163 21 xxxxx 345 753 xxxxx xxxxxx 461 xxxxx xxxxxx  
 Move Cap.: 16 xxxxx 163 19 xxxxx 345 753 xxxxx xxxxxx 461 xxxxx xxxxxx  
 Volume/Cap: 0.55 xxxxx 0.02 0.47 xxxxx 0.14 0.08 xxxxx xxxxx 0.01 xxxxx xxxxx  
 Level Of Service Module:  
 Queue: xxxxx xxxxx 0.1 xxxxx xxxxx 0.5 0.3 xxxxx xxxxxx 0.0 xxxxx xxxxxx  
 Stopped Del: xxxxx xxxxx 27.6 xxxxx xxxxx 17.1 10.2 xxxxx xxxxxx 12.9 xxxxx xxxxxx  
 LOS by Move: \* \* \* \* \* D \* \* \* \* \* C \* \* \* \* \* B \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: 16 xxxxx xxxxxx 19 xxxxx xxxxxx xxxxx xxxxx xxxxx  
 SharedQueue: 1.4 xxxxx xxxxxx 1.3 xxxxx xxxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: 379.1 xxxxx xxxxxx 306.8 xxxxx xxxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \*  
 ApproachDel: 270.9 xxxxxx \* \* \* \* \*  
 ApproachLOS: \* \* \* \* \* F \* \* \* \* \* xxxxxx



Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #45 SR-16 / Sunrise

Cycle (sec): 105 Critical Vol./Cap. (X): 1.681  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 283.0  
Optimal Cycle: OPTIMIZED Level of Service: F  
Approach: North 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 OVI  
Min. Green: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1  
Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1  
Volume Module:  
Base Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 10 769 134 441 1442 276 193 1162 51 65 558 203  
Added Vol: 0 0 5 25 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 10 769 139 466 1442 276 193 1225 51 70 620 226  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 769 139 466 1442 276 193 1225 51 70 620 226  
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.: 10 769 139 466 1442 276 193 1225 51 70 620 226

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.98 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80  
Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat.: 1805 1572 284 1805 1900 1615 1702 1792 1523 1702 1792 1523  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.49 0.49 0.26 0.76 0.17 0.11 0.68 0.03 0.04 0.35 0.15  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.03 0.30 0.30 0.16 0.44 0.54 0.10 0.39 0.42 0.03 0.32 0.48  
Volume/Cap: 0.19 1.61 1.61 1.61 1.74 0.32 1.09 1.74 0.08 1.44 1.09 0.31  
Delay/Veh: 51.7 319 318.8 333.7 368 13.6 141.0 371 18.2 333.6 101 17.1  
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: 51.7 319 318.8 333.7 368 13.6 141.0 371 18.2 333.6 101 17.1  
HCM2kAVG: 1 72 72 40 121 5 12 103 1 7 31

Ione Casino  
Cumulative Plus Alternative A - Friday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #44 SR-16 / Grant Lane

Cycle (sec): 140 Critical Vol./Cap. (X): 2.119  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 482.8  
Optimal Cycle: OPTIMIZED Level of Service: F  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Protected Protected Protected  
Rights: 7 Include Include Include Include Include  
Min. Green: 0 0 1 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 0 1 0  
Volume Module:  
Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 615 78 178 887 149 214 1406 64 84 618 103  
Added Vol: 0 0 11 0 0 0 0 0 97 0 10 90 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 615 89 178 887 149 214 1499 64 94 708 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 615 89 178 887 149 214 1499 64 94 708 103  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 0 615 89 178 887 149 214 1499 64 94 708 103

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 0.98 0.98 0.98 0.92 0.97 0.97 0.92 0.95 0.95 0.95 0.95  
Lanes: 0.00 0.87 0.13 0.15 0.73 0.12 1.00 0.96 0.04 1.00 0.87 0.13  
Final Sat.: 0 1632 236 272 1355 228 1753 1759 75 1753 1580 230  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.38 0.38 0.65 0.65 0.12 0.85 0.85 0.05 0.45 0.45 0.45  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.18 0.18 0.31 0.31 0.09 0.40 0.40 0.03 0.34 0.34 0.34  
Volume/Cap: 0.00 2.12 2.12 2.12 2.12 1.33 2.12 2.12 2.12 1.33 1.33 1.33  
Delay/Veh: 0.0 571 571.2 557.9 558 557.9 249.9 550 550.0 639.6 208 207.7  
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: 0.0 571 571.2 557.9 558 557.9 249.9 550 550.0 639.6 208 207.7  
HCM2kAVG: 0 76 76 130 130 130 19 166 166 12 60 60



Cumulative Plus Alternative A - Saturday  
 PM Peak Hour

Scenario Report

Cum Plus Alt A Sat  
 Command:  
 Volume:  
 Geometry:  
 Impact Fee:  
 Trip Generation:  
 Trip Distribution:  
 Paths:  
 Routes:  
 Configuration:

Cumulative Plus Alternative A - Saturday  
 PM Peak Hour

Trip Generation Report

Forecast for Cum Plus Alt A Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips
1	Ione Casino-	1.00	Ione Casino	411.00	404.00	411	404	815
	Zone 1 Subtotal					411	404	815
TOTAL								411 404 815 100.0

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Trip Distribution Report

Percent Of Trips Default

Zone	1	2	3	4	5	6	7	8	9	10	11
	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
	12	13	14	15	16	17	18	19	20	21	22
	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
	23	24	25	26							
	0.1	0.8	1.4	1.6							

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Turning Movement Report

Cum Plus Alt A Sat

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
<b>#1 Latrobe / Old Sacramento</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	30	0	0	0	0	0	29
Total	0	0	30	0	0	0	0	0	29
<b>#2 Main / Sherwood</b>									
Base	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	24	6	0	24	60
Total	6	0	0	0	24	6	0	24	60
<b>#3 Main / Empire</b>									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	20	4	0	19	47
Total	4	0	0	0	20	4	0	19	47
<b>#4 Main / Poplar</b>									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	15	4	0	15	38
Total	4	0	0	0	15	4	0	15	38
<b>#5 Main / Mill</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	15	0	0	15	30
Total	0	0	0	0	15	0	0	15	30
<b>#6 SR-49 / Miller Way</b>									
Base	24	258	0	0	190	8	2	0	517
Added	0	82	0	0	84	0	0	0	166
PassBy	0	-5	0	0	-6	0	0	0	-11
Total	24	335	0	0	268	8	2	0	672
<b>#7 SR-49 / Main-Fiddletown</b>									
Base	59	200	175	19	175	23	27	58	45
Added	15	83	2	0	84	0	0	16	2
PassBy	0	-5	0	0	-6	0	0	0	0
Total	74	278	177	19	253	23	27	58	61
<b>#8 SR-49 / Poplar</b>									
Base	41	447	0	0	476	6	8	0	53
Added	5	100	0	0	102	0	0	5	0
PassBy	0	-5	0	0	-6	0	0	0	0
Total	46	542	0	0	572	6	8	0	58

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Volume Type	Northbound Left Thru Right	Southbound Left Thru Right	Eastbound Left Thru Right	Westbound Left Thru Right	Total							
<b>#9 SR-49 / Empire</b>												
Base	5	2	524	16	28	0	265	5	3	0	1381	
Added	81	452	0	0	106	0	11	0	0	0	233	
Passby	0	-5	0	0	0	0	0	0	0	0	-11	
Total	92	552	5	2	624	16	28	0	276	5	3	1603
<b>#10 SR-49 / SR-16</b>												
Base	417	0	166	0	0	0	228	259	276	343	0	1689
Added	0	0	21	0	0	0	272	0	20	268	0	581
Passby	0	0	0	0	0	0	-5	0	-6	0	0	-11
Total	417	0	187	0	0	0	495	259	290	611	0	2259
<b>#11 SR-49 / Main (Drytown)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	20	0	0	0	0	0	0	0	0	0	40
Total	0	20	0	0	0	0	0	0	0	0	0	40
<b>#12 SR-49 / Water-Amador Creek</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	8	0	0	0	0	0	0	8	0	0	0	16
Total	8	0	0	0	0	0	0	8	0	0	0	16
<b>#13 SR-49 / Gopher Flat</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	7	0	0	0	0	0	1	6	0	1	0	15
Total	7	0	0	0	0	0	1	6	0	1	0	15
<b>#14 SR-49 / Eureka</b>												
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
<b>#15 SR-49 / Church</b>												
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
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	11	0	0	11	5	5	0	0	0	0	32
Total	0	11	0	0	11	5	5	0	0	0	0	32
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	10	0	0	10	0	0	0	0	0	0	20
Total	0	10	0	0	10	0	0	0	0	0	0	20

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Volume Type	Northbound Left Thru Right	Southbound Left Thru Right	Eastbound Left Thru Right	Westbound Left Thru Right	Total							
<b>#18 SR-49 / SR-88 (North)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	
<b>#19 SR-49 / Sutter</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	
Added	0	10	0	0	10	0	0	0	0	0	0	
Total	0	10	0	0	10	0	0	0	0	0	0	
<b>#20 SR-49 / Hoffman</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	
Added	0	9	0	0	9	0	0	0	0	0	0	
Total	0	9	0	0	9	0	0	0	0	0	0	
<b>#21 SR-49 / Main (Jackson)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	
Added	0	9	0	1	8	0	0	0	0	0	1	
Total	0	9	0	1	8	0	0	0	0	0	1	
<b>#22 SR-49 / SR-88 (South)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	
Added	0	8	0	0	7	0	0	0	0	0	0	
Total	0	8	0	0	7	0	0	0	0	0	0	
<b>#23 SR-16 / SR-124</b>												
Base	16	0	86	0	0	0	0	401	25	79	681	0
Added	0	0	126	0	0	0	0	146	0	124	143	0
Passby	0	0	0	0	0	0	0	-5	0	0	0	-5
Total	16	0	212	0	0	0	0	542	25	203	824	0
<b>#24 SR-16 / Latrobe (Amador)</b>												
Base	0	0	0	0	101	0	6	329	0	484	179	1105
Added	0	0	0	0	0	0	0	146	0	143	0	289
Passby	0	0	0	0	0	0	0	-5	0	0	0	-5
Total	0	0	0	0	101	0	6	470	0	627	179	1389
<b>#25 SR-104 (Preston) / SR-124 (North)</b>												
Base	171	248	106	32	226	22	28	33	100	115	76	30
Added	0	0	123	3	0	0	0	0	0	121	0	3
Total	171	248	229	35	226	22	28	33	100	236	76	33
<b>#26 SR-104 (Main) / SR-124 (Church)</b>												
Base	133	10	18	3	5	13	5	251	231	23	306	2
Added	121	0	0	0	0	0	0	1	119	0	1	0
Total	254	10	18	3	5	13	5	252	350	23	307	2



Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

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

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

#36 SR-49 / Pleasant Valley

Base	203	0	273	0	0	0	0	0	355	187	217	301	0	1536
Added	17	0	65	0	0	0	0	0	0	17	66	0	0	165
Total	220	0	338	0	0	0	0	0	355	204	283	301	0	1701

#27 SR-104 / SR-88

Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	5	0	0	5	0	5	0	0	10
Total	0	0	0	0	0	5	0	0	5	0	5	0	0	10

#37 SR-16 / Ione

Base	97	0	6	0	0	0	0	0	353	123	7	463	0	1049
Added	0	0	0	0	0	0	0	0	146	0	0	143	0	289
PassBy	0	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Total	97	0	6	0	0	0	0	0	494	123	7	606	0	1333

#28 SR-88 / SR-124

Base	0	0	0	6	0	193	129	482	0	0	456	3	1269
Added	0	0	0	0	0	113	115	5	0	0	5	0	238
Total	0	0	0	6	0	306	244	487	0	0	461	3	1507

#38 SR-16 / Marietta South Pkwy

Base	0	2	0	0	117	170	487	2	0	530	24	1336
Added	0	0	0	1	0	0	145	0	0	142	1	289
PassBy	0	0	0	0	0	0	-5	0	0	0	0	-5
Total	0	2	0	1	117	170	627	2	0	672	25	1620

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

Base	0	0	0	91	0	573	561	394	0	0	413	97	2129
Added	0	0	0	0	0	95	97	0	0	0	0	0	192
Total	0	0	0	91	0	668	658	394	0	0	413	97	2321

#39 SR-16 / Marietta Pkwy

Base	134	169	65	43	162	190	242	551	145	58	546	37	2342
Added	0	0	0	0	0	0	0	145	0	0	142	0	287
PassBy	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Total	134	169	65	43	162	190	242	691	145	58	688	37	2624

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

Base	26	673	1	3	536	256	295	1	26	1	0	3	1821
Added	0	64	0	0	63	26	26	0	0	0	0	0	179
Total	26	737	1	3	599	282	321	1	26	1	0	3	2000

#40 SR-16 / Stone House

Base	0	0	0	0	125	0	81	41	819	0	0	781	84	1931
Added	0	0	0	0	0	0	0	0	145	0	0	142	0	287
PassBy	0	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Total	0	0	0	0	125	0	81	41	959	0	0	923	84	2213

#31 SR-88 / Kettleman

Base	29	524	5	7	440	101	182	49	26	12	62	4	1441
Added	0	56	0	0	55	8	8	0	0	0	0	0	127
Total	29	580	5	7	495	109	190	49	26	12	62	4	1568

#41 SR-16 / Latrobe (Sac)

Base	13	0	2	2	0	24	20	876	7	6	908	6	1864
Added	0	0	0	0	0	0	0	145	0	0	142	0	287
PassBy	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Total	13	0	2	2	0	24	20	1016	7	6	1050	6	2146

#32 SR-12 / SR-99 SB Ramps

Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	2	0	24	2	0	28	
Total	0	0	0	0	0	0	0	2	0	24	2	0	28	

#42 SR-16 / Billiard

Base	137	0	87	0	0	0	0	811	133	96	834	0	2098
Added	0	0	2	0	0	0	0	143	0	2	140	0	287
PassBy	0	0	0	0	0	0	0	-5	0	0	0	0	-5
Total	137	0	89	0	0	0	0	949	133	98	974	0	2380

#33 SR-12 / SR-99 NB Ramps

Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#43 SR-16 / Sloughhouse

Base	0	0	55	0	0	0	0	963	10	45	916	0	1989
Added	0	0	0	0	0	0	0	143	0	0	140	0	283
PassBy	0	0	0	0	0	0	0	-5	0	0	-5	0	-5
Total	0	0	55	0	0	0	0	1101	10	45	1056	0	2267

#34 Kettleman / SR-99 SB Ramps

Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#34 Kettleman / SR-99 NB Ramps

Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#35 Kettleman / SR-99 NB Ramps

Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#35 Kettleman / SR-99 NB Ramps

Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Intersection Volume Report  
Base Volume Alternative

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
<b>#44 SR-16 / Grant Line</b>													
Base	13	336	64	280	130	74	854	9	77	801	71	2769	
Added	0	0	14	0	0	0	128	0	14	126	0	282	
Passby	0	0	0	0	0	0	-5	0	0	0	0	-5	
Total	13	336	78	60	280	130	74	977	9	927	71	3046	
<b>#45 SR-16 / Sunrise</b>													
Base	15	459	7	337	588	146	127	529	22	76	610	338	3325
Added	0	0	0	33	0	0	89	0	7	87	32	255	
Passby	0	0	0	0	0	0	-5	0	0	0	0	-5	
Total	15	459	85	370	588	146	127	613	22	83	697	370	3575
<b>#46 SR-16 / Excelsior</b>													
Base	50	74	62	43	122	158	144	563	92	46	697	17	2068
Added	0	0	4	2	0	0	83	0	4	82	2	177	
Passby	0	0	0	0	0	0	-5	0	0	0	0	-5	
Total	50	74	66	45	122	158	144	641	92	50	779	19	2240
<b>#47 SR-16 / Bradshaw</b>													
Base	108	710	63	386	920	227	268	388	107	80	490	350	4097
Added	0	0	4	11	0	0	69	0	4	68	11	167	
Passby	0	0	0	0	0	0	-5	0	0	0	0	-5	
Total	108	710	67	397	920	227	268	452	107	84	558	361	4259
<b>#101 SR-49 / Project Access</b>													
Base	0	538	0	0	0	0	794	0	0	0	0	1332	
Added	0	0	176	118	0	0	0	0	173	0	116	583	
Passby	0	-5	0	0	0	-6	0	0	0	0	0	-11	
Total	0	533	176	118	788	0	0	0	173	0	116	1904	
<b>#174 SR-49 / Project Service Access</b>													
Base	0	538	0	0	0	0	794	0	0	0	0	1332	
Added	0	176	117	0	173	0	0	0	115	0	0	581	
Passby	0	-2	0	0	-6	0	0	0	0	0	0	-8	
Total	0	712	117	0	961	0	0	0	115	0	0	1905	
<b>#176 Internal Project Intersection</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	117	0	0	0	294	0	115	289	0	815	
Total	0	0	117	0	0	0	294	0	115	289	0	815	

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Intersection Volume Report  
Base Volume Alternative

Mode Intersection	Northbound		Southbound		Eastbound		Westbound				
	L	T	L	T	L	T	L	T			
6 SR-49 / Mille	24	258	0	0	190	8	2	0	35	0	0
7 SR-49 / Main	59	200	175	19	476	6	8	0	53	0	0
8 SR-49 / Poplar	41	447	0	0	524	16	28	0	265	5	3
9 SR-49 / Empir	81	452	5	2	524	16	28	0	228	259	276
10 SR-49 / SR-16	417	0	166	0	0	0	0	0	401	25	79
23 SR-16 / SR-12	16	0	86	0	0	0	0	0	6	329	0
24 SR-16 / Latro	0	0	101	0	6	6	6	6	329	0	0
25 SR-104 (Prest)	171	248	106	32	226	22	28	33	100	115	76
26 SR-104 (Main)	133	10	18	3	5	13	5	251	231	23	306
101 SR-88 / SR-12	0	0	0	0	6	0	193	129	482	0	0
101 SR-49 / Proje	0	538	0	0	794	0	0	0	0	0	0
174 SR-49 / Proje	0	538	0	0	794	0	0	0	0	0	0

Ione Casino  
 Cumulative Plus Alternative A - 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	24	335	0	0	268	8	2	0	35	0	0	0
7 SR-49 / Main-	74	278	177	19	253	23	27	58	61	244	122	22
8 SR-49 / Popla	46	542	0	0	572	6	8	0	58	0	0	0
9 SR-49 / Empir	92	552	5	2	624	16	28	0	276	5	3	0
10 SR-49 / SR-16	417	0	187	0	0	0	0	495	259	290	611	0
23 SR-16 / SR-12	16	0	212	0	0	0	0	542	25	203	824	0
24 SR-16 / Latro	0	0	0	0	101	0	6	470	0	0	627	179
25 SR-104 (prest	171	248	229	35	226	22	28	33	100	236	76	33
26 SR-104 (main)	254	10	18	3	5	13	5	252	350	23	307	2
101 SR-49 / Proje	0	0	0	6	0	306	244	487	0	0	461	3
174 SR-49 / Proje	0	533	176	118	788	0	0	0	0	173	0	116
	0	712	117	0	961	0	0	0	0	115	0	0

Ione Casino  
 Cumulative Plus Alternative A - Saturday  
 PM Peak Hour

Impact Analysis Report  
 Level Of Service

Intersection	Base			Future			Change in in
	Del/ LOS	Veh C	V/ C	Del/ LOS	Veh C	V/ C	
# 6 SR-49 / Miller Way	A	9.7	0.000	B	10.3	0.000	+ 0.627 D/V
# 7 SR-49 / Main-Fiddletown	F	172.2	0.000	F	420.1	0.000	+247.958 D/V
# 8 SR-49 / Poplar	B	13.6	0.000	C	15.6	0.000	+ 2.001 D/V
# 9 SR-49 / Empire	F	72.1	0.000	F	159.8	0.000	+87.748 D/V
# 10 SR-49 / SR-16	F	509.9	0.000	F	OVRF	0.000	+1117.799 D/
# 23 SR-16 / SR-124	B	14.9	0.000	C	22.9	0.000	+ 7.978 D/V
# 24 SR-16 / Latrobe (Amador)	D	25.1	0.000	E	47.2	0.000	+22.048 D/V
# 25 SR-104 (Preston) / SR-124 (Nor	F	392.4	0.000	F	OVRF	0.000	+780.130 D/V
# 26 SR-104 (Main) / SR-124 (Church	D	33.1	0.000	F	158.8	0.000	+125.692 D/V
# 28 SR-88 / SR-124	C	15.4	0.000	C	20.4	0.000	+ 5.001 D/V
#101 SR-49 / Project Access	A	0.0	0.000	F	491.9	0.000	+491.914 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	F	444.1	0.000	+444.150 D/V

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Signal Warrant Summary Report

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

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 0  
Final Vol.: 26 362 0 0 0 289 9 2 0 38 0 0 0 0  
ApproachDel: xxxxxx xxxxxx 10.3 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<#0]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count<3] [total volume<726]  
SUCCEEDED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Signal Warrant Summary Report

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

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 0  
Final Vol.: 26 362 0 0 0 289 9 2 0 38 0 0 0 0  
ApproachDel: xxxxxx xxxxxx 10.3 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<#0]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count<3] [total volume<726]  
SUCCEEDED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Signal Warrant Report  
Intersection #7 SR-49 / Main-Fiddletown  
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 1 0 0 0 1 0 0 0 1 0 0 1 0 0 0 1 0 0  
Final Vol.: 75 283 180 19 258 23 28 59 62 249 124 22  
ApproachDel: xxxxxx 24.0 420.1

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=149]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1384]  
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=46.2]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=396]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1384]  
SUCCEED - Total volume greater than or equal to 800 for intersection  
with four or more approaches.

Ione Casino  
Cumulative Plus Alternative A - 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 1 0 0 0 0 1 0 0 0 0 0 0  
Final Vol.: 49 574 0 0 606 6 8 0 61 0 0 0  
ApproachDel: xxxxxx 15.6 xxxxxx

Approach(eastbound) [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=70]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=1305]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

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

Table with 12 columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound, Uncontrolled, Stop Sign, Signal Warrant Rule #1, Signal Warrant Rule #2, Signal Warrant Rule #3, Signal Warrant Rule #4. Data includes lane counts and volume values.

Approach[westbound] [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1767]  
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=0.4]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
SUCCEED - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1767]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Signal Warrant Report  
Intersection #10 SR-49 / SR-16  
Future Volume Alternative: Peak Hour Warrant Met

Table with 12 columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound, Uncontrolled, Stop Sign, Signal Warrant Rule #1, Signal Warrant Rule #2, Signal Warrant Rule #3, Signal Warrant Rule #4. Data includes lane counts and volume values.

Approach[northbound] [lanes=2] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=281.3]  
SUCCEED - Vehicle-hours >= 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=2326]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

-----  
 Ione Casino  
 Cumulative Plus Alternative A - Saturday  
 PM Peak Hour  
 -----  
 Signal Warrant Report  
 -----  
 \*\*\*\*\*  
 Intersection #23 SR-16 / SR-124  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Uncontrolled Uncontrolled Uncontrolled  
 Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0  
 Final Vol.: 17 0 0 1 0 0 0 0 0 0 587 27 220 892 0  
 ApproachDel: 22.9 xxxxxx xxxxxx  
 Approach(northbound)[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=247]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=1972]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

-----  
 Ione Casino  
 Cumulative Plus Alternative A - Saturday  
 PM Peak Hour  
 -----  
 Signal Warrant Report  
 -----  
 \*\*\*\*\*  
 Intersection #24 SR-16 / Latrobe (Amador)  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 1 0  
 Final Vol.: 0 0 0 0 107 0 6 6 497 0 0 663 189  
 ApproachDel: xxxxxx 47.2 xxxxxx  
 Approach(southbound)[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=113]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=1468]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Signal Warrant Report  
 Intersection #26 SR-104 (Main) / SR-124 (Church)  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
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.:	279 11 20	3 5 14	5 276 384	25 337 2
ApproachDel:	158.8	14.9	xxxxxx	xxxxxx

Approach(eastbound) [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=13.6]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=309]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1362]  
 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=23]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1362]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Signal Warrant Report  
 Intersection #25 SR-104 (Preston) / SR-124 (North)  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0
Final Vol.:	190 276 255	39 252 24	31 37 111	263 85 37
ApproachDel:	xxxxxx	xxxxxx	65.7	1172.6

Approach(eastbound) [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=179]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1600]  
 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=125.1]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=384]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1600]  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.



Ione Casino  
 Cumulative Plus Alternative A - 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:	Stop Sign	0	0	0	1	0	0	1	1	0	1	0	0
Lanes:		0	0	0	1	0	0	1	1	0	1	0	0
Final Vol.:		0	0	0	6	0	327	261	521	0	0	493	3
ApproachDel:	xxxxxx				20.4		xxxxxx				xxxxxx		

Approach(southbound) [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=334]  
 SUCCESS - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1612]  
 SUCCESS - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino  
 Cumulative Plus Alternative A - Saturday  
 PM Peak Hour

Signal Warrant Report  
 Intersection #101 SR-49 / Project ACCESS  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:		North Bound			South Bound			East Bound			West Bound		
		L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled	0	0	1	0	0	0	0	0	0	0	0	0
Lanes:		0	0	1	0	0	0	0	0	0	0	0	0
Final Vol.:		0	588	194	130	869	0	0	0	0	0	191	0
ApproachDel:	xxxxxx				xxxxxx		xxxxxx				xxxxxx		491.9

Approach(westbound) [lanes=2] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=43.5]  
 SUCCESS - vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=319]  
 SUCCESS - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2099]  
 SUCCESS - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino Cumulative Plus Alternative A - 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
Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0 0 0 0 1
ApproachDel: xxxxxx xxxxxx

Approach(westbound) [lanes=2] (control=Stop)
Signal Warrant Rule #1: [vehicle-hours=15.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volumes=127]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] (total volume=2100)
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino Cumulative Plus Alternative A - 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): 0.9 Worst Case Level Of Service: B [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
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: 24 258 0 0 190 8 2 0 35 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bas: 24 258 0 0 190 8 2 0 35 0 0 0
Added Vol: 0 82 0 0 84 0 0 0 0 0 0 0
PasserbyVol: 0 -5 0 0 -6 0 0 0 0 0 0 0
Initial Fut: 24 335 0 0 268 8 2 0 35 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: 26 362 0 0 289 9 2 0 38 0 0 0
Final Vol.: 26 362 0 0 289 9 2 0 38 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: 298 xxxxx xxxxx xxxxx xxxxx 707 xxxxx 294 xxxxx xxxxx xxxxx
Potential Cap.: 1230 xxxxx xxxxx xxxxx xxxxx 404 xxxxx 750 xxxxx xxxxx xxxxx
Move Cap.: 1230 xxxxx xxxxx xxxxx xxxxx 398 xxxxx 750 xxxxx xxxxx xxxxx
Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx 0.05 xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.0 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 716 xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.3 xxxxx xxxxx xxxxx
Shared LOS: \* \* \* \* \* B
ApproachDel: xxxxxx xxxxxx 10.3 xxxxxx
ApproachLOS: B

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

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

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

Average Delay (sec/veh): 1.2 Worst Case Level of Service: C [15.6]  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0

Average Delay (sec/veh): 123.2 Worst Case Level of Service: F(420.1)  
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 1 0 0 0 0 1 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0

Volume Module: 41 447 0 0 476 6 8 0 53 0 0 0  
Base Vol: 1.00  
Growth Adj: 41 447 0 0 476 6 8 0 53 0 0 0  
Initial Bse: 5 100 0 0 102 0 0 0 5 0 0 0  
Added Vol: 0 -5 0 0 -6 0 0 0 0 0 0 0  
PasserByVol: 46 542 0 0 572 6 8 0 58 0 0 0  
Initial Fut: 1.00  
User Adj: 0.94  
PHF Adj: 49 574 0 0 606 6 8 0 61 0 0 0  
PHF Volume: 49 574 0 0 606 6 8 0 61 0 0 0  
Reduct Vol: 0  
Final Vol: 49 574 0 0 606 6 8 0 61 0 0 0  
Critical Gap Module:  
Critical Gap: 4.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 xxx 6.2 xxxxxx xxxxxx xxxxxx  
FollowupTm: 2.3 xxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 xxx 3.3 xxxxxx xxxxxx xxxxxx

Volume Module: 59 200 175 19 175 23 27 58 45 242 122 22  
Base Vol: 1.00  
Growth Adj: 59 200 175 19 175 23 27 58 45 242 122 22  
Initial Bse: 15 83 2 0 84 0 0 0 16 2 0 0  
Added Vol: 0 -5 0 0 -6 0 0 0 0 0 0 0  
PasserByVol: 74 278 177 19 253 23 27 58 61 244 122 22  
Initial Fut: 1.00  
User Adj: 0.98  
PHF Adj: 75 283 180 19 258 23 28 59 62 249 124 22  
PHF Volume: 75 283 180 19 258 23 28 59 62 249 124 22  
Reduct Vol: 0  
Final Vol: 75 283 180 19 258 23 28 59 62 249 124 22  
Critical Gap Module:  
Critical Gap: 4.2 xxx xxxxxx 4.2 xxx xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2  
FollowupTm: 2.3 xxx xxxxxx 2.3 xxx xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:  
Conflict Vol: 612 xxx xxxxxx xxx xxx xxxxxx 1281 xxx 609 xxx xxx xxxxxx  
Potent Cap.: 938 xxx xxxxxx xxx xxx xxxxxx 185 xxx 499 xxx xxx xxxxxx  
Move Cap.: 938 xxx xxxxxx xxx xxx xxxxxx 177 xxx 499 xxx xxx xxxxxx  
Volume/Cap: 0.05 xxx xxx xxx xxx xxxxxx 0.05 xxx 0.12 xxx xxx xxxxxx  
Level of Service Module:  
Queue: 0.2 xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx  
Stopped Del: 9.0 xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx  
LOS by Move: A \* \* \* \* \* B \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx xxx 409 xxx xxx xxx xxxxxx  
SharedQueue: 0.2 xxx xxxxxx xxx xxx xxxxxx xxxxxx 0.6 xxx xxx xxx xxx xxxxxx  
Shrd StpDel: 9.0 xxx xxxxxx xxx xxx xxxxxx xxxxxx 15.6 xxx xxx xxx xxx xxxxxx  
Shared LOS: A \* \* \* \* \* C \* \* \* \* \*  
ApproachDel: xxxxxx xxxxxx 15.6  
ApproachLOS: C

Capacity Module:  
Conflict Vol: 281 xxx xxxxxx 464 xxx xxxxxx 906 923 270 893 845 374  
Potent Cap.: 1247 xxx xxxxxx 1067 xxx xxxxxx 259 272 774 264 302 677  
Move Cap.: 1247 xxx xxxxxx 1067 xxx xxxxxx 154 250 774 187 278 677  
Volume/Cap: 0.06 xxx xxx xxx 0.18 0.24 0.08 1.33 0.45 0.03  
Level of Service Module:  
Queue: 0.2 xxx xxxxxx 0.1 xxx xxxxxx xxx xxx xxx 0.3 xxx xxx xxxxxx  
Stopped Del: 8.1 xxx xxxxxx 8.4 xxx xxxxxx xxx xxx xxx 10.1 xxx xxx xxxxxx  
LOS by Move: A \* \* \* \* \* B \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxx xxx xxxxxx xxx xxx xxxxxx 208 xxx xxx xxx xxx 218 xxx  
SharedQueue: xxx xxx xxxxxx xxx xxx xxxxxx 1.9 xxx xxx xxx xxx 27.5 xxx  
Shrd StpDel: xxx xxx xxx xxx xxx xxx 34.0 xxx xxx xxx xxx 42.0 xxx  
Shared LOS: \* \* \* \* \* D \* \* \* \* \* F \* \* \* \* \*  
ApproachDel: xxxxxx xxxxxx 24.0 420.1  
ApproachLOS: C

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #9 SR-49 / Empire  
 Average Delay (sec/veh): 7.5 Worst Case Level Of Service: F[159.8]  
 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 1 0 0 0	0 1 0 0 1	0 1 0 0 0
Volume Module:	81 452	5 2 524	16 28	0 265
Base Vol:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Base:	81 452	5 2 524	16 28	0 265
Added Vol:	0 0	0 0	0 0	0 0
PasserByVol:	0 0	0 0	0 0	0 0
Initial Fut:	92 552	5 2 624	16 28	0 276
User Adj:	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
PHF Volume:	101 609	6 2 688	18 31	0 304
Reduct Vol:	0 0	0 0	0 0	0 0
Final Vol:	101 609	6 2 688	18 31	0 304

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 1 0 1	1 0 1 0 0
Volume Module:	417	0 166	0 0	0 238
Base Vol:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Base:	417	0 166	0 0	0 228
Added Vol:	0 0	0 0	0 0	0 272
PasserByVol:	0 0	0 0	0 0	0 -6
Initial Fut:	417	0 187	0 0	0 495
User Adj:	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
PHF Volume:	429	0 193	0 0	0 510
Reduct Vol:	0 0	0 0	0 0	0 0
Final Vol:	429	0 193	0 0	0 510

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 1 0 1	1 0 1 0 0
Volume Module:	417	0 166	0 0	0 238
Base Vol:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Base:	417	0 166	0 0	0 228
Added Vol:	0 0	0 0	0 0	0 272
PasserByVol:	0 0	0 0	0 0	0 -6
Initial Fut:	417	0 187	0 0	0 495
User Adj:	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
PHF Volume:	429	0 193	0 0	0 510
Reduct Vol:	0 0	0 0	0 0	0 0
Final Vol:	429	0 193	0 0	0 510

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #10 SR-49 / SR-16  
 Average Delay (sec/veh): 436.5 Worst Case Level Of Service: F[1627.7]  
 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 1 0 1	1 0 1 0 0
Volume Module:	417	0 166	0 0	0 238
Base Vol:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Base:	417	0 166	0 0	0 228
Added Vol:	0 0	0 0	0 0	0 272
PasserByVol:	0 0	0 0	0 0	0 -6
Initial Fut:	417	0 187	0 0	0 495
User Adj:	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
PHF Volume:	429	0 193	0 0	0 510
Reduct Vol:	0 0	0 0	0 0	0 0
Final Vol:	429	0 193	0 0	0 510

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 1 0 1	1 0 1 0 0
Volume Module:	417	0 166	0 0	0 238
Base Vol:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Base:	417	0 166	0 0	0 228
Added Vol:	0 0	0 0	0 0	0 272
PasserByVol:	0 0	0 0	0 0	0 -6
Initial Fut:	417	0 187	0 0	0 495
User Adj:	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
PHF Volume:	429	0 193	0 0	0 510
Reduct Vol:	0 0	0 0	0 0	0 0
Final Vol:	429	0 193	0 0	0 510

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 1 0 1	1 0 1 0 0
Volume Module:	417	0 166	0 0	0 238
Base Vol:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Base:	417	0 166	0 0	0 228
Added Vol:	0 0	0 0	0 0	0 272
PasserByVol:	0 0	0 0	0 0	0 -6
Initial Fut:	417	0 187	0 0	0 495
User Adj:	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
PHF Volume:	429	0 193	0 0	0 510
Reduct Vol:	0 0	0 0	0 0	0 0
Final Vol:	429	0 193	0 0	0 510

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Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

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

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: E [47.2]  
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 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0

Volume Module:  
Base Vol: 0 0 0 101 0 6 6 329 0 0 484 179  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 101 0 6 6 329 0 0 484 179  
Added Vol: 0 0 0 0 0 0 0 146 0 0 143 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 101 0 6 6 470 0 0 627 179  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 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 0 107 0 6 6 497 0 0 663 189  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 0 0 0 107 0 6 6 497 0 0 663 189

Critical Gap Module:  
Critical GP: 6.4 xxx 6.2 4.1 xxx xxx xxx xxx xxx xxx xxx  
FollowUpPrim: 3.5 xxx 3.3 2.2 xxx xxx xxx xxx xxx xxx xxx

Capacity Module:  
Conflict Vol: 852 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Potent Cap: 188 xxx 411 783 xxx xxx xxx xxx xxx xxx  
Move Cap: 187 xxx 411 783 xxx xxx xxx xxx xxx xxx  
Volume/Cap: 0.01 xxx 0.02 0.01 xxx xxx xxx xxx xxx

Level Of Service Module:  
Queue: 0.0 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Stopped Del: 9.6 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
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: 193 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
SharedQueue: 3.2 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel: 47.2 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: E E E E E E E E E E E E  
ApproachDel: 47.2 xxx xxx xxx xxx xxx xxx xxx xxx  
ApproachLOS: E E E E E E E E E E E E

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

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

Average Delay (sec/veh): 4.0 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 L T R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Channel Channel Include Include  
Lanes: 1 0 0 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Volume Module:  
Base Vol: 16 0 86 0 0 0 401 25 79 681 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 16 0 86 0 0 0 401 25 79 681 0  
Added Vol: 0 0 126 0 0 0 146 0 124 143 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 16 0 212 0 0 0 542 25 203 824 0  
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: 17 0 229 0 0 0 587 27 220 892 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 17 0 229 0 0 0 587 27 220 892 0

Critical Gap Module:  
Critical GP: 6.4 xxx 6.3 xxx xxx xxx xxx xxx xxx 4.2 xxx xxx  
FollowUpPrim: 3.5 xxx 3.3 xxx xxx xxx xxx xxx xxx 2.3 xxx xxx

Capacity Module:  
Conflict Vol: 587 xxx xxx xxx xxx xxx xxx xxx xxx  
Potent Cap: 73 xxx 504 xxx xxx xxx xxx xxx xxx xxx  
Move Cap: 60 xxx 504 xxx xxx xxx xxx xxx xxx xxx  
Volume/Cap: 0.29 xxx 0.46 xxx xxx xxx xxx xxx xxx

Level Of Service Module:  
Queue: 1.0 xxx 2.3 xxx xxx xxx xxx xxx xxx xxx  
Stopped Del: 87.9 xxx 18.0 xxx xxx xxx xxx xxx xxx xxx  
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: 193 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
SharedQueue: 3.2 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel: 47.2 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: E E E E E E E E E E E E  
ApproachDel: 47.2 xxx xxx xxx xxx xxx xxx xxx xxx  
ApproachLOS: E E E E E E E E E E E E

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #25 SR-104 (Prescon) / SR-124 (North)  
Average Delay (sec/veh): 290.1 Worst Case Level Of Service: F(1172.6)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L-T-R L-T-R L-T-R L-T-R

Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
 Stop Sign Include Stop Sign Include  
 Rights: 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0  
 Lanes: 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0

Volume Module:  
 Base Vol: 171 248 106 32 226 22 28 33 100 115 76 30  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 171 248 106 32 226 22 28 33 100 115 76 30  
 Added Vol: 0 0 123 0 0 0 0 0 0 121 0 3  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 171 248 229 35 226 22 28 33 100 115 76 30  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PHF Volume: 190 276 255 39 252 24 31 37 111 263 85 37  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 190 276 255 39 252 24 31 37 111 263 85 37

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

Capacity Module:  
 Conflict Vol: 276 xxxxx 1187 1254 264 1200 1139 404  
 Potent Cap.: 1264 xxxxx 1016 xxxxx 167 173 780 160 199 640  
 Move Cap.: 1264 xxxxx 1016 xxxxx 78 139 780 93 159 640  
 Volume/Cap: 0.15 xxxxx 0.04 xxxxx 0.40 0.27 0.14 2.84 0.53 0.06

Level Of Service Module:  
 Queue: 0.5 xxxxx 0.1 xxxxx xxxxx xxxxx  
 Stopped Del: 8.4 xxxxx 8.7 xxxxx xxxxx xxxxx  
 LOS by Move: A \* A \*  
 Movement: LT-LTR-RT LT-LTR-RT LT-LTR-RT LT-LTR-RT  
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: xxxxxx \* 65.7 \* 1172.6 \*  
 ApproachLOS: \* \* \* \* \*

Ione Casino  
Cumulative Plus Alternative A - 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): 36.5 Worst Case Level Of Service: F(158.8)  
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  
 Stop Sign Include Stop Sign Include  
 Rights: 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0  
 Lanes: 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0

Volume Module:  
 Base Vol: 133 10 18 3 5 13 5 251 231 23 306 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 133 10 18 3 5 13 5 251 231 23 306 2  
 Added Vol: 121 0 0 0 0 0 0 0 1 119 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 254 10 18 3 5 13 5 252 350 23 307 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
 PHF Volume: 279 11 20 3 5 14 5 276 384 25 337 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 279 11 20 3 5 14 5 276 384 25 337 2

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

Capacity Module:  
 Conflict Vol: 877 868 468 883 1059 338 339 xxxxx xxxxx  
 Potent Cap.: 266 287 589 263 222 698 1188 xxxxx xxxxx  
 Move Cap.: 249 278 589 241 214 698 1188 xxxxx xxxxx  
 Volume/Cap: 1.12 0.04 0.03 0.01 0.03 0.02 0.00 xxxxx 0.03 xxxxx

Level Of Service Module:  
 Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx  
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.0 xxxxx xxxxx  
 LOS by Move: \* \* \* \* \* A \*  
 Movement: LT-LTR-RT LT-LTR-RT LT-LTR-RT LT-LTR-RT  
 Shared Queue: xxxxx 259 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: xxxxx 14.3 xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: \* F \* \* \* \* \*  
 ApproachLOS: \* 158.8 F \* 14.9 B \* xxxxxx \* xxxxxx \*

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #101 SR-49 / Project Access  
 \*\*\*\*\*  
 Average Delay (sec/veh): 75.3 Worst Case Level Of Service: F(491.9)  
 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  
 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: 0 538 0 0 794 0 0 794 0 0 0 0 0 0 0 0 0 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 538 0 0 794 0 0 794 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 0 176 118 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 -5 0 0 -6 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 533 176 118 788 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: 0.91 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  
 PHF Volume: 0 588 194 130 869 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.: 0 588 194 130 869 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:  
 Critical Gp:xxxxx xxxx xxxxx 4.2 xxxx xxxxxx xxxxx xxxxx 6.4 xxxxx 6.2  
 FollowUpTim:xxxxx xxxx xxxxx 2.3 xxxx xxxxxx xxxxx xxxxx 3.5 xxxxx 3.3

Capacity Module:  
 Conflict Vol: xxxx xxxx xxxxx 782 xxxx xxxxxx xxxxx xxxxx 1814 xxxxx 685  
 Potent Cap.: xxxx xxxx xxxxx 810 xxxx xxxxxx xxxxx xxxxx 87 xxxxx 452  
 Move Cap.: xxxx xxxx xxxxx 810 xxxx xxxxxx xxxxx xxxxx 76 xxxxx 452  
 Volume/Cap: xxxx xxxx xxxxx 0.16 xxxx xxxxx xxxxx xxxxx 2.53 xxxxx 0.28

Level Of Service Module:  
 Queue: xxxxx xxxx xxxxx 0.6 xxxx xxxxxx xxxxx xxxxx 18.3 xxxxx 1.2  
 Stopped Del:xxxxx xxxx xxxxx 10.3 xxxx xxxxxx xxxxx xxxxx 811.0 xxxxx 16.1  
 LOS by Move: A B C  
 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  
 Shrd StpDel:xxxxx xxx xxxxxx 0.6 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Shared LOS: A B C  
 ApproachDel: xxxxxx xxxxxx xxxxxx 491.9  
 ApproachLOS: C F

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #28 SR-88 / SR-124  
 \*\*\*\*\*  
 Average Delay (sec/veh): 5.8 Worst Case Level Of Service: C(20.4)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R L T R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Channel Include Include  
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 1 0

Volume Module:  
 Base Vol: 0 0 0 193 129 482 0 0 456 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 193 129 482 0 0 456 3  
 Added Vol: 0 0 0 0 113 115 5 0 0 5 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 6 0 306 244 487 0 0 461 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: 0 0 0 6 0 327 261 521 0 0 493 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 0 0 0 6 0 327 261 521 0 0 493 3

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

Capacity Module:  
 Conflict Vol: xxxx xxxx xxxxx 1537 xxxxx 495 496 xxxx xxxxxx xxxxx xxxxx  
 Potent Cap.: xxxx xxxx xxxxx 123 xxxxx 563 1042 xxxx xxxxxx xxxxx xxxxx  
 Move Cap.: xxxx xxxx xxxxx 100 xxxxx 563 1042 xxxx xxxxxx xxxxx xxxxx  
 Volume/Cap: xxxx xxxx xxxxx 0.06 xxxxx 0.58 0.25 xxxx xxxxx xxxxx xxxxx

Level Of Service Module:  
 Queue: xxxxx xxxx xxxxx 0.2 xxxx 3.7 1.0 xxxx xxxxxx xxxxx xxxxx  
 Stopped Del:xxxxx xxxx xxxxx 43.6 xxxx 19.9 9.6 xxxx xxxxxx xxxxx xxxxx  
 LOS by Move: E A C  
 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  
 Shrd StpDel:xxxxx xxx xxxxxx 0.4 xxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Shared LOS: A B C  
 ApproachDel: xxxxxx 20.4 xxxxxx xxxxxx  
 ApproachLOS: C

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Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour  
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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): 26.8 Worst Case Level of Service: F(444.1)  
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
Lanes:	Include	Include	Include	Include
Volume Module:	0	0	0	0
Base Vol:	0	794	0	0
Growth Adj:	1.00	1.00	1.00	1.00
Initial Base:	0	794	0	0
Added Vol:	0	173	0	0
PasserByVol:	0	-6	0	0
Initial Fut:	0	961	0	0
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91
PHF Volume:	0	1060	0	0
Reduct Vol:	0	0	0	0
Final Vol:	0	1060	0	0
Critical Gap Module:				
Critical Gp:	xxxx	xxxx	xxxx	xxxx
FollowUpTm:	xxxx	xxxx	xxxx	xxxx
Capacity Module:				
Conflict Vol:	xxxx	xxxx	xxxx	xxxx
Potent Cap:	xxxx	xxxx	xxxx	xxxx
Move Cap:	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx
Queue:	xxxx	xxxx	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap:	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*



Ione Casino Cumulative Plus Alternative A - Saturday PM Peak Hour

Level of Service Computation Report

\*\*\*\*\* 2000 HCM Unsignalized Method (Future Volume Alternative) \*\*\*\*\*

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

Average Delay (sec/veh): 95.3 Worst Case Level of Service: F [279.2]

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: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Include Include Include

Lanes: 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 91 0 573 561 394 0 0 413 97
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:

Critical Gp:xxxxxx xxxx xxxxx 6.5 xxxxx 6.3 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxxx xxxx xxxxx 3.6 xxxxx 3.4 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Conflict Vol: xxxx xxxx xxxxx 2172 xxxxx 462 510 xxxxx xxxxx xxxxx xxxxx xxxxx
Potential Cap: xxxx xxxx xxxxx 49 xxxxx 588 1045 xxxxx xxxxx xxxxx xxxxx xxxxx

Level of Service Module:

Queue: xxxxx xxxxx xxxxx 11.3 xxxxx 21.6 4.7 xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del:xxxxxx xxxx xxxxx 1554 xxxxx 105.6 14.1 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: \* \* \* \* F \* F \* B \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: \*
ApproachDel: xxxxxxx 279.2 F
ApproachLOS: xxxxxxx

Ione Casino Cumulative Plus Alternative A - Saturday PM Peak Hour

Level of Service Computation Report

\*\*\*\*\* 2000 HCM Unsignalized Method (Future Volume Alternative) \*\*\*\*\*

Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 5.2 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 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 0 0 0 0 0 0 0 1 0

Volume Module:

Base Vol: 0 0 0 193 129 482 0 0 456 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:

Critical Gp:xxxxxx xxxx xxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxxx xxxx xxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:

Conflict Vol: xxxx xxxx xxxxx 1438 xxxxx 463 464 xxxxx xxxxx xxxxx xxxxx xxxxx
Potential Cap: xxxx xxxx xxxxx 142 xxxxx 587 1072 xxxxx xxxxx xxxxx xxxxx xxxxx

Level of Service Module:

Queue: xxxxx xxxxx xxxxx 0.2 xxxxx 3.0 0.9 xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del:xxxxxx xxxx xxxxx 37.3 xxxxx 17.6 9.3 xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: \* \* \* \* E \* C \* A \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Queue:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: \*
ApproachDel: xxxxxxx 18.0 C
ApproachLOS: xxxxxxx

Cumulative Plus Alternative A - Saturday PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #30 SR-98 / SR-12 (South)

Average Delay (sec/veh): 146.0 Worst Case Level Of Service: F(838.0)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Stop Sign Stop Sign
Rights: Include Channel Include
Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0

Volume Module:
Base Vol: 26 673 1 3 536 256 295 1 26 1 0 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 26 673 1 3 536 256 295 1 26 1 0 3
Added Vol: 0 64 0 0 63 26 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 26 737 1 3 599 282 321 1 26 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: 26 737 1 3 599 282 321 1 26 1 0 3
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 26 737 1 3 599 282 321 1 26 1 0 3

Critical Gap Module:
Critical Gap: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2
Followuprim: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3
Capacity Module:
Conflict Vol: 599 xxxxx xxxxx 1396 1395 599 1549 xxxxx 738
Potential Cap: 988 xxxxx xxxxx 850 xxxxx xxxxx 117 140 498 92 xxxxx 415
Move Cap: 988 xxxxx xxxxx 850 xxxxx xxxxx 114 136 498 85 xxxxx 415
Volume/Cap: 0.03 xxxxx xxxxx 0.00 xxxxx xxxxx 2.82 0.01 0.05 0.01 xxxxx 0.01

Level Of Service Module:
Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx
Stopped Del: 8.7 xxxxx xxxxx 9.2 xxxxx xxxxx xxxxx xxxxx 12.6 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 114 xxxxx xxxxx xxxxx 210 xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 30.0 xxxxx xxxxx xxxxx 0.1 xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 904.6 xxxxx xxxxx xxxxx 22.5 xxxxx
Shared LOS: \* \* \* \* \* F \* \* \* \* \* C
ApproachDel: xxxxxx \* xxxxxx \* 838.0 F 22.5 C
ApproachLOS: \* \* \* \* \*

Cumulative Plus Alternative A - Saturday PM Peak Hour

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

Cycle (sec): 70 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.9
Optimal Cycle/OPTIMIZED Level Of Service: C
Movement: North Bound South Bound East Bound West Bound
Approach: 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: 29 524 5 7 440 101 182 49 26 12 62 4
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 29 524 5 7 440 101 182 49 26 12 62 4
Added Vol: 0 56 0 0 55 8 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 29 580 5 7 495 109 190 49 26 12 62 4
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 29 580 5 7 495 109 190 49 26 12 62 4
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 29 580 5 7 495 109 190 49 26 12 62 4
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 29 580 5 7 495 109 190 49 26 12 62 4

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.92 0.92 0.92 0.92 0.96 0.96
Lanes: 1.00 0.99 0.01 1.00 0.82 0.18 0.72 0.18 0.10 0.15 0.80 0.05
Final Sat: 1702 1775 15 1702 1429 315 1260 325 172 280 1445 93
Capacity Analysis Module:
Vol/Sat: 0.02 0.33 0.33 0.00 0.35 0.35 0.15 0.15 0.15 0.04 0.04 0.04
Crit Moves: \* \* \* \* \*
Green/Cycle: 0.04 0.48 0.48 0.04 0.48 0.48 0.21 0.21 0.21 0.10 0.10 0.10
Volume/Cap: 0.40 0.68 0.68 0.10 0.73 0.73 0.73 0.73 0.73 0.43 0.43 0.43
Delay/Veh: 36.2 16.5 16.5 32.8 17.8 17.8 32.9 32.9 32.9 31.2 31.2 31.2
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: 36.2 16.5 16.5 32.8 17.8 17.8 32.9 32.9 32.9 31.2 31.2 31.2
HCM2kVeg: 11 0 12 7 7 7 2 2
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Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

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

Cycle (sec): 100 Critical Vol./Cap. (X): 1.020  
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 51.0  
Optimal Cycle: 0 Level of Service: F  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:  
Base Vol: 203 0 273 0 0 0 0 355 187 217 301 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 203 0 273 0 0 0 0 355 187 217 301 0  
Added Vol: 17 0 65 0 0 0 0 0 17 66 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 220 0 338 0 0 0 0 355 204 283 301 0  
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: 220 0 338 0 0 0 0 355 204 283 301 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PF 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.: 220 0 338 0 0 0 0 355 204 283 301 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: 0.39 0.00 0.61 0.00 0.00 0.00 0.64 0.36 1.00 1.00 1.00 0.00  
Final Sat.: 220 0 338 0 0 0 0 348 200 453 484 0  
Capacity Analysis Module:  
Vol/Sat: 1.00 xxxxx 1.00 xxxxx xxxxx xxxxx 1.02 1.02 0.62 0.62 xxxxx  
Crit Moves: \*\*\*\*  
Delay/Veh: 62.9 0.0 62.9 0.0 0.0 0.0 0.0 69.2 69.2 22.9 21.6 0.0  
Delay/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 62.9 0.0 62.9 0.0 0.0 0.0 0.0 69.2 69.2 22.9 21.6 0.0  
LOS by Move: F F F F F F F F C C C  
ApproachDel: 62.9 xxxxxx 69.2 22.2  
Delay Adj: 1.00 xxxxx 1.00  
ApprAdjDel: 62.9 xxxxxx 69.2 22.2  
LOS by Appr: F F C

Ione Casino  
Cumulative Plus Alternative A - 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): 2.7 Worst Case Level of Service: D [34.1]  
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 Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0

Volume Module:  
Base Vol: 97 0 6 0 0 0 0 353 123 7 463 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 97 0 6 0 0 0 0 353 123 7 463 0  
Added Vol: 0 0 0 0 0 0 0 146 0 0 143 0  
PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0  
Initial Fut: 97 0 6 0 0 0 0 494 123 7 606 0  
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: 97 0 6 0 0 0 0 494 123 7 606 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 97 0 6 0 0 0 0 494 123 7 606 0

Critical Gap Module:  
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
FollowUpTime: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx  
Capacity Module:  
Conflict Vol: 1176 xxxxx 556 xxxxx xxxxx xxxxx xxxxx 617 xxxxx xxxxx  
Potential: 214 xxxxx 535 xxxxx xxxxx xxxxx xxxxx 958 xxxxx xxxxx  
Move Cap.: 212 xxxxx 535 xxxxx xxxxx xxxxx xxxxx 958 xxxxx xxxxx  
Volume/Cap: 0.46 xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx  
Level of Service Module:  
Queue: 2.2 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx  
Stopped Del: 35.5 xxxxx 11.8 xxxxx xxxxx xxxxx xxxxx 8.8 xxxxx xxxxx  
LOS by Move: E B B B B B B B 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  
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
ApproachDel: 34.1 xxxxxx xxxxxx xxxxxx  
ApprDel: D

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #38 SR-16 / Murietta South Pkwy  
Cycle (sec): 50 Critical Vol./Cap. (X): 0.585  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.1  
Optimal Cycle:OPTIMIZED Level Of Service: A  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include  
Min. Green: 5 5 5 5 5 5 3 Include Include  
Lanes: 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:

Base Vol:	0	2	0	4	0	117	170	487	2	0	530	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2	0	4	0	117	170	487	2	0	530	24
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	2	0	5	0	117	170	627	2	0	672	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2	0	5	0	117	170	627	2	0	672	25
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	0	5	0	117	170	627	2	0	672	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2	0	5	0	117	170	627	2	0	672	25

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 0.99 0.01 1.00 0.96 0.04  
Final Sat.: 0 1900 0 1520 0 1615 1753 1839 6 1900 1770 66  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.07 0.10 0.34 0.34 0.00 0.38 0.38  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.10 0.00 0.00 0.00 0.25 0.15 0.72 0.72 0.00 0.57 0.57  
Volume/Cap: 0.00 0.01 0.00 0.03 0.00 0.29 0.66 0.47 0.47 0.00 0.66 0.66  
Delay/Veh: 0.0 20.3 0.0 20.4 0.0 15.7 26.5 3.2 3.2 0.0 8.9 8.9  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 20.3 0.0 20.4 0.0 15.7 26.5 3.2 3.2 0.0 8.9 8.9  
HCMKAVG: 0 0 0 0 0 2 4 5 0 9 0 9

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #39 SR-16 / Murietta Pkwy  
Cycle (sec): 60 Critical Vol./Cap. (X): 0.867  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.9  
Optimal Cycle:OPTIMIZED Level Of Service: C  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Ovl Ovl Ovl Ovl  
Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7  
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0

Volume Module:

Base Vol:	134	169	65	43	162	190	242	551	145	58	546	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	169	65	43	162	190	242	551	145	58	546	37
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:	134	169	65	43	162	190	242	551	145	58	546	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:	134	169	65	43	162	190	242	551	145	58	546	37
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	169	65	43	162	190	242	551	145	58	546	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	169	65	43	162	190	242	551	145	58	546	37

Saturation Flow Module:  
Sat/Lane: 1900 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 1.00  
Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1737 93  
Capacity Analysis Module:  
Vol/Sat: 0.07 0.09 0.04 0.02 0.09 0.12 0.14 0.37 0.09 0.03 0.40 0.40  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.08 0.14 0.19 0.06 0.12 0.27 0.16 0.55 0.63 0.05 0.44 0.44  
Volume/Cap: 0.89 0.64 0.21 0.40 0.73 0.43 0.89 0.68 0.15 0.66 0.89 0.89  
Delay/Veh: 70.1 29.3 20.9 29.5 37.3 18.7 53.1 11.6 4.5 45.3 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: 70.1 29.3 20.9 29.5 37.3 18.7 53.1 11.6 4.5 45.3 27.2 27.2  
HCMKAVG: 6 4 1 1 5 3 8 10 1 2 17 17

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

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

Intersection #40 SR-16 / Stone House  
 Average Delay (sec/veh): 34.8 Worst Case Level Of Service: F(371.4)  
 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 L T R  
 Control: Stop Sign Stop Sign Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 1 0  
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0  
 Volume Module:  
 Base Vol: 0 0 0 0 81 125 0 81 41 819 0 0 0 781 84  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 0 81 125 0 81 41 819 0 0 0 781 84  
 Added Vol: 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  
 Initial Fut: 0 0 0 0 81 125 0 81 41 819 0 0 0 781 84  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 81 125 0 81 41 819 0 0 0 781 84  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 0 0 0 0 81 125 0 81 41 819 0 0 0 781 84  
 Critical Gap Module:  
 Critical Gap: 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx  
 FollowUpTime: 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
 Conflict Vol: xxxxx xxxxx 2006 xxxxx 965 1007 xxxxx xxxxx xxxxx xxxxx  
 Potent Cap.: xxxxx xxxxx 66 xxxxx 312 684 xxxxx xxxxx xxxxx xxxxx  
 Move Cap.: xxxxx xxxxx 63 xxxxx 312 684 xxxxx xxxxx xxxxx xxxxx  
 Volume/Cap: xxxxx xxxxx 1.98 xxxxx 0.26 0.06 xxxxx xxxxx xxxxx xxxxx  
 Level Of Service Module:  
 Queue: xxxxx xxxxx 11.7 xxxxx 1.0 0.2 xxxxx xxxxx xxxxx xxxxx  
 Stopped Del: xxxxx xxxxx 598.8 xxxxx 20.5 10.6 xxxxx xxxxx xxxxx xxxxx  
 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  
 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 \* \* \* \* \* 371.4 xxxxxx \* \* \* \* \*  
 ApproachLOS: \* \* \* \* \* F \*

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

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

Intersection #41 SR-16 / Latrobe (SAC)  
 Average Delay (sec/veh): 1.6 Worst Case Level Of Service: F(158.1)  
 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 L T R  
 Control: Stop Sign Stop Sign Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 0 1 0 1 0  
 Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol: 13 0 2 2 0 24 20 876 7 6 908 6  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 13 0 2 2 0 24 20 876 7 6 908 6  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 13 0 2 2 0 24 20 876 7 6 1050 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 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 13 0 2 2 0 24 20 1016 7 6 1050 6  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 13 0 2 2 0 24 20 1016 7 6 1050 6  
 Critical Gap Module:  
 Critical Gap: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx  
 FollowUpTime: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:  
 Conflict Vol: 2137 xxxxx 1020 2126 xxxxx 1053 1056 xxxxx xxxxx 1023 xxxxx xxxxx  
 Potent Cap.: 36 xxxxx 290 37 xxxxx 277 656 xxxxx xxxxx 675 xxxxx xxxxx  
 Move Cap.: 32 xxxxx 290 35 xxxxx 277 656 xxxxx xxxxx 675 xxxxx xxxxx  
 Volume/Cap: 0.41 xxxxx 0.01 0.06 xxxxx 0.09 0.03 xxxxx xxxxx 0.01 xxxxx xxxxx  
 Level Of Service Module:  
 Queue: xxxxx xxxxx 0.0 xxxxx xxxxx 0.3 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx  
 Stopped Del: xxxxx xxxxx 17.5 xxxxx xxxxx 19.2 10.7 xxxxx xxxxx 10.4 xxxxx xxxxx  
 LOS by Move: \* \* \* \* \* C \* \* \* \* \* B \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: 32 xxxxx xxxxx 35 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared Queue: 1.3 xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: 179.8 xxxxx xxxxx 112.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \*  
 ApproachDel: 158.1 xxxxxx \* \* \* \* \* 26.4 xxxxxx \* \* \* \* \*  
 ApproachLOS: \* \* \* \* \* F \*

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

\*\*\*\*\*  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #42 SR-16 / Dillard  
 Cycle Time (sec): 85 Critical Vol./Cap. (X): 0.904  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 24.1  
 Optimal Cycle: OPTIMIZED Level of Service: C  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 5 0  
 Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Volume Module:-----  
 Base Vol: 137 0 87 0 0 0 0 811 133 96 834 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 137 0 87 0 0 0 0 811 133 96 834 0  
 Added Vol: 0 0 0 0 0 0 0 0 143 0 2 140 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 137 0 89 0 0 0 0 949 133 98 974 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 137 0 89 0 0 0 0 949 133 98 974 0  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 137 0 89 0 0 0 0 949 133 98 974 0  
 Saturation Flow Module:-----  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.76 1.00 0.76 1.00 1.00 1.00 1.00 0.95 0.92 0.97 1.00  
 Lanes: 0.61 0.00 0.39 0.00 0.00 0.00 0.00 0.00 0.12 1.00 1.00 0.00  
 Final Sat.: 878 0 570 0 0 0 0 1591 223 1753 1845 0  
 Capacity Analysis Module:-----  
 Vol/Sat: 0.16 0.00 0.16 0.00 0.00 0.00 0.00 0.60 0.06 0.53 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.17 0.00 0.17 0.00 0.00 0.00 0.00 0.66 0.06 0.72 0.00  
 Volume/Cap: 0.90 0.00 0.90 0.00 0.00 0.00 0.00 0.90 0.90 0.73 0.00  
 Delay/Veh: 67.2 0.0 67.2 0.0 0.0 0.0 0.0 22.0 22.0 96.8 9.1 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: 67.2 0.0 67.2 0.0 0.0 0.0 0.0 22.0 22.0 96.8 9.1 0.0  
 HCM2KAVG: 11 0 11 0 0 0 0 28 28 5 16 0  
 \*\*\*\*\*

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

\*\*\*\*\*  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #43 SR-16 / Sloughhouse  
 Average Delay (sec/veh): 0.8 Worst Case Level of Service: C (22.7)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0  
 Volume Module:-----  
 Base Vol: 0 0 55 0 0 0 0 0 963 10 45 916 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 55 0 0 0 0 0 963 10 45 916 0  
 Added Vol: 0 0 0 0 0 0 0 0 143 0 0 140 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 0 0 0 0 0 0 -5 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 55 0 0 0 0 0 1101 10 45 1056 0  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 0 0 55 0 0 0 0 0 1101 10 45 1056 0  
 Critical Gap Module:-----  
 Critical Gap:xxxxx xxx 6.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 4.1 xxxxxx  
 FollowUpTim:xxxxx xxx 3.3 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 2.2 xxxxxx  
 Capacity Module:-----  
 Conflict Vol: xxxxxx xxx 1106 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 1111 xxxxxx  
 Potent Cap.: xxxxxx xxx 458 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 625 xxxxxx  
 Move Cap.: xxxxxx xxx 258 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 625 xxxxxx  
 Volume/Cap: xxxxxx xxx 0.21 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.07 xxxxxx  
 Level of Service Module:-----  
 Queue: xxxxxx xxx 0.8 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.2 xxxxxx  
 Stopped Del:xxxxx xxx 22.7 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 11.2 xxxxxx  
 LOS by Move: \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Queue:xxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Shrd StgDel:xxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: 22.7 xxxxxx \* xxxxxx \* xxxxxx \*  
 ApproachLOS: C

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #44 SR-16 / Grant Line  
 Cycle (sec): 140 Critical Vol./Cap. (X): 1.179  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 144.2  
 Optimal Cycle:OPTIMIZED 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: 7 Include 7 Include 3 Include 3 Include  
 Min. Green: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0  
 Lanes: 0 0 1 0 0 0 0 1 1 0 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol.: 13 336 64 60 280 130 74 854 9 77 801 71  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 13 336 64 60 280 130 74 854 9 77 801 71  
 Added Vol.: 0 0 14 0 0 0 0 128 0 14 126 0  
 PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0  
 Initial Fut.: 13 336 78 60 280 130 74 977 9 91 927 71  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 13 336 78 60 280 130 74 977 9 91 927 71  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 13 336 78 60 280 130 74 977 9 91 927 71  
 PCE Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 13 336 78 60 280 130 74 977 9 91 927 71  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.97 0.97 0.97 0.96 0.96 0.96 0.92 0.97 0.97 0.92 0.96 0.96  
 Lanes: 0.03 0.79 0.18 0.13 0.59 0.28 1.00 0.99 0.01 1.00 0.93 0.07  
 Final Sat.: 56 1456 338 232 1083 503 1753 1826 17 1753 1695 130  
 Capacity Analysis Module:  
 Vol/Sat: 0.23 0.23 0.23 0.26 0.26 0.26 0.04 0.53 0.53 0.05 0.55 0.55  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.20 0.20 0.20 0.22 0.22 0.22 0.04 0.46 0.46 0.04 0.46 0.46  
 Volume/Cap: 1.18 1.18 1.18 1.18 1.18 1.17 1.17 1.17 1.17 1.17 1.18 1.18  
 Delay/Veh: 162.0 162.0 162.0 158.5 158.5 158.5 237.7 129 129.3 223.9 130 130.4  
 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: 162.0 162.0 162.0 158.5 158.5 158.5 237.7 129 129.3 223.9 130 130.4  
 HCM2kAVG: 29 29 32 32 32 7 62 62 8 63 63  
 \*\*\*\*\*

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 105 Critical Vol./Cap. (X): 1.086  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 69.9  
 Optimal Cycle:OPTIMIZED Level Of Service: E  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: 3 Include 3 OVI 3 3 OVI  
 Min. Green: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol.: 15 459 78 337 588 146 127 529 22 76 610 338  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 15 459 78 337 588 146 127 529 22 76 610 338  
 Added Vol.: 0 0 7 33 0 0 0 0 89 0 7 87 32  
 PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0 0  
 Initial Fut.: 15 459 85 370 588 146 127 613 22 83 697 370  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 15 459 85 370 588 146 127 613 22 83 697 370  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 15 459 85 370 588 146 127 613 22 83 697 370  
 PCE Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 15 459 85 370 588 146 127 613 22 83 697 370  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.98 0.98 0.98 0.95 0.85 0.85 0.90 0.94 0.80 0.90 0.94  
 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 1566 290 1805 1900 1615 1702 1792 1523 1702 1792 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.29 0.29 0.20 0.31 0.09 0.07 0.34 0.01 0.05 0.39 0.24  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.03 0.27 0.27 0.19 0.43 0.50 0.07 0.37 0.40 0.05 0.36 0.55  
 Volume/Cap: 0.29 1.09 1.09 1.09 1.09 0.72 0.18 1.09 0.92 0.04 0.92 1.09  
 Delay/Veh: 53.1 104 103.8 116.2 27.8 14.6 157.0 48.6 19.1 116.7 94.7 19.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 53.1 104 103.8 116.2 27.8 14.6 157.0 48.6 19.1 116.7 94.7 19.6  
 HCM2kAVG: 1 27 27 21 17 3 9 23 0 5 34 7  
 \*\*\*\*\*

Ione Casino  
Cumulative Plus Alternative A - Saturday  
PM Peak Hour

```

*****
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #46 SR-16 / Excelsior
*****
Level of Service Computation Report
*****
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 Uncontrolled Uncontrolled
Include Include
Lanes: 0 0 1 0 0 0 0 1 1 0 0 1 0 0 1 0 1 0 0 1 0
*****
Volume Module:
Base Vol: 50 74 62 43 122 158 144 563 92 46 697 17
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 74 62 43 122 158 144 563 92 46 697 17
Added Vol: 0 0 4 2 0 0 0 0 83 0 4 82 2
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 74 66 45 122 158 144 641 92 50 779 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: 50 74 66 45 122 158 144 641 92 50 779 19
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 50 74 66 45 122 158 144 641 92 50 779 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
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 XXXX XXXX 2.3 XXXX XXXX
*****
Capacity Module:
Conflict Vol: 2003 1873 687 1934 1910 789 798 XXXX XXXX 733 XXXX XXXXX
Potent Cap.: 45 73 450 50 69 394 807 XXXX XXXX 854 XXXX XXXXX
Move Cap.: 0 56 450 0 53 394 807 XXXX XXXX 854 XXXX XXXXX
Volume/Cap: XXXX 1.32 0.15 XXXX 2.29 0.40 0.18 XXXX XXXX 0.06 XXXX XXXX
*****
Level of Service Module:
Queue: XXXXX XXXX XXXXX XXXXX XXXXX 0.6 XXXX XXXXX 0.2 XXXX XXXXX
Stopped Del: XXXXX XXXX XXXXX XXXXX XXXXX 10.4 XXXX XXXXX 9.5 XXXX XXXXX
LOS by Move: * * * * * B * * * * * A *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: XXXX 0 XXXXX XXXX 0 XXXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shrd StpDel: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Shared LOS: * * * * * * * * * * * * * * * * * * * * * *
ApproachDel: XXXXX F XXXXXX XXXXXX XXXXXX
ApproachLOS: XXXXX F XXXXXX XXXXXX
*****

```



## **APPENDIX V**

---

### **Intersection Operations Calculations Cumulative Plus Alternative A Condition With Mitigation Measures**



Cumulative + A+ A

**A** SR 49 / Project Day

1711  
↕  
1615

206  
←  
289

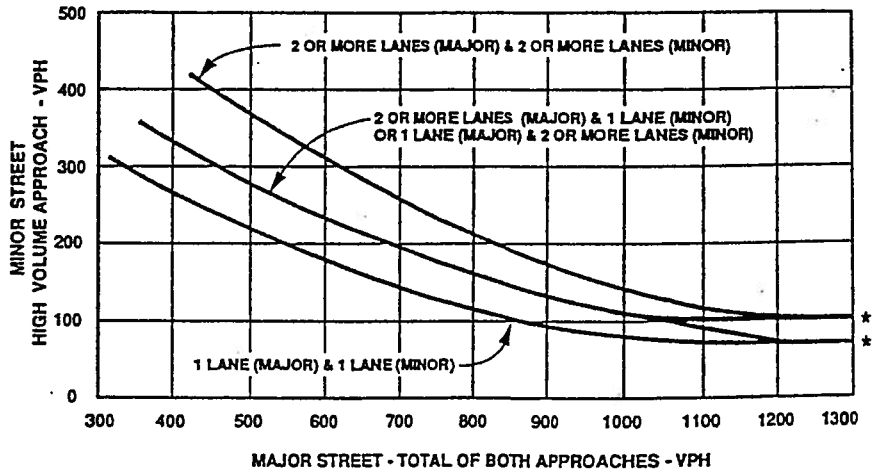
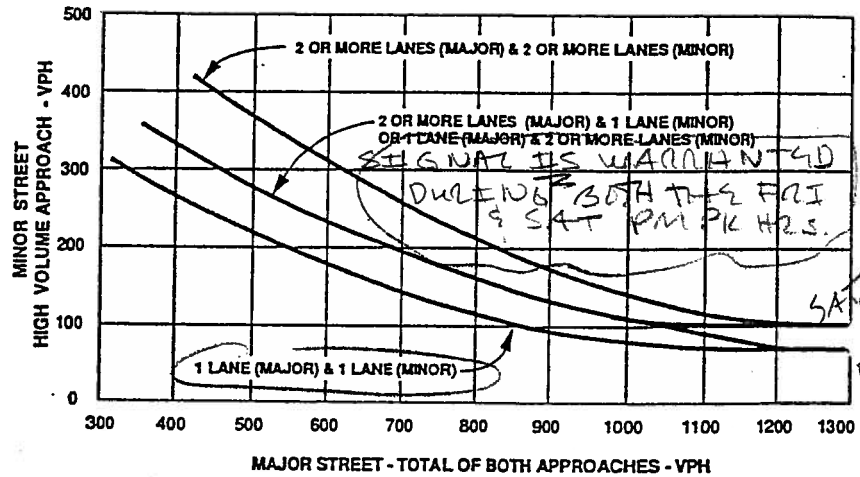
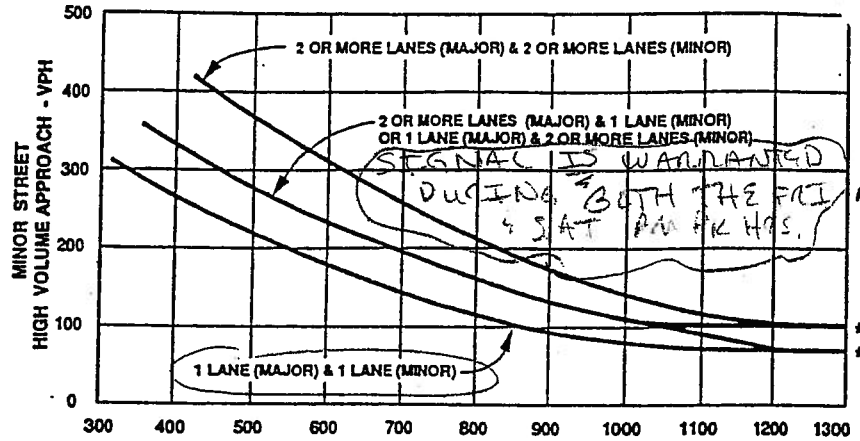
**B** SR 49 / Service Day

1835  
↕  
1790

82  
←  
115

**C** \_\_\_\_\_

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.

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-----  
 Ione Casino  
 Cumulative Plus Alternative A Friday - Mitigation  
 PM Peak Hour  
 -----

-----  
 Scenario Report  
 Trip Generation Report  
 -----

-----  
 Forecast for Cum + Alt A Fri  
 -----

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total % Of Trips
1	Ione Casino-	1.00	Ione Casino	312.00	288.00	312	288	600 100.0
	Zone 1 Subtotal			312	288	312	288	600 100.0

-----  
 TOTAL ..... 312 288 600 100.0  
 -----

-----  
 Ione Casino  
 Cumulative Plus Alternative A Friday - Mitigation  
 PM Peak Hour  
 -----

-----  
 Scenario Report  
 Trip Generation Report  
 -----

-----  
 Forecast for Cum + Alt A Fri  
 -----

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total % Of Trips
1	Ione Casino-	1.00	Ione Casino	312.00	288.00	312	288	600 100.0
	Zone 1 Subtotal			312	288	312	288	600 100.0

-----  
 TOTAL ..... 312 288 600 100.0  
 -----

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

Turning Movement Report  
Cum + Alt A Fri

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right Volume
<b>#1 Latrobe / Old Sacramento</b>					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	23 0 0	0 0 0	0 0 0	21 44
Total	0 0 0	23 0 0	0 0 0	0 0 0	21 44
<b>#2 Main / Sherwood</b>					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	4 0 0	0 0 0	18 4 0	4 0 17	43 43
Total	4 0 0	0 0 0	18 4 0	4 0 17	43 43
<b>#3 Main / Empire</b>					
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	3 0 14	35 35
Total	3 0 0	0 0 0	15 3 0	3 0 14	35 35
<b>#4 Main / Poplar</b>					
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	11 0 29	29 29
Total	3 0 0	0 0 0	12 3 0	11 0 29	29 29
<b>#5 Main / Mill</b>					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	0 0 0	12 0 0	11 0 23	23 23
Total	0 0 0	0 0 0	12 0 0	11 0 23	23 23
<b>#6 SR-49 / Miller Way</b>					
Base	51 236 0	0 180 8	6 0 22	0 0 0	503 503
Added	0 59 0	0 64 0	0 0 0	0 0 0	123 123
PassBy	0 -4 0	0 -4 0	0 0 0	0 0 0	-8 -8
Total	51 291 0	0 240 8	6 0 22	0 0 0	618 618
<b>#7 SR-49 / Main-Fiddletown</b>					
Base	72 219 349	22 154 27	20 94 66	164 80 19	1286 1286
Added	11 59 1	0 64 0	0 0 12	1 0 0	148 148
PassBy	0 -4 0	0 -4 0	0 0 0	0 0 0	-8 -8
Total	83 274 350	22 214 27	20 94 78	165 80 19	1426 1426
<b>#8 SR-49 / Poplar</b>					
Base	53 686 0	0 395 9	9 0 59	0 0 0	1211 1211
Added	3 71 0	0 77 0	0 0 4	0 0 0	155 155
PassBy	0 -4 0	0 -4 0	0 0 0	0 0 0	-8 -8
Total	56 753 0	0 468 9	9 0 63	0 0 0	1358 1358

Ione Casino  
Cumulative Plus Alternative A 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
<b>To Gates</b>											
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
<b>To Gates</b>											
23	24	25	26								
1	0.1	0.8	1.4	1.6							

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

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

<b>#9 SR-49 / Empire</b>													
Base	172	697	8	5	480	9	14	2	137	2	9	3	1538
Added	8	75	0	0	81	0	0	0	8	0	0	0	172
PassBy	0	0	-4	0	0	0	0	0	0	0	0	0	-8
Total	180	768	8	5	557	9	14	2	145	2	9	3	1702
<b>#10 SR-49 / SR-16</b>													
Base	307	0	133	0	0	0	0	484	526	230	335	0	2015
Added	0	0	16	0	0	0	0	207	0	15	191	0	429
PassBy	0	0	0	0	0	0	0	-4	0	-4	0	0	-8
Total	307	0	149	0	0	0	0	687	526	241	526	0	2436
<b>#11 SR-49 / Main (Drytown)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	15	0	14	0	0	0	0	0	0	0	0	29
Total	0	15	0	14	0	0	0	0	0	0	0	0	29
<b>#12 SR-49 / Water-Amador Creek</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	0	0	0	5	0	0	0	0	11
Total	6	0	0	0	0	0	0	5	0	0	0	0	11
<b>#13 SR-49 / Gopher Flat</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	0	0	5	0	0	0	0	10
Total	5	0	0	0	0	0	0	5	0	0	0	0	10
<b>#14 SR-49 / Eureka</b>													
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
<b>#15 SR-49 / Church</b>													
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
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	8	0	8	4	4	4	4	0	0	0	0	24
Total	0	8	0	8	4	4	4	4	0	0	0	0	24
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	8	0	0	7	0	0	0	0	0	0	0	15
Total	0	8	0	0	7	0	0	0	0	0	0	0	15

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

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

<b>#18 SR-49 / SR-88 (North)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	7	0	0	0	0	0	0	0	0	8
Total	0	0	0	7	0	0	0	0	0	0	0	0	8
<b>#19 SR-49 / Sutter</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	7	0	0	0	0	0	0	0	0	14
Total	0	7	0	7	0	0	0	0	0	0	0	0	14
<b>#20 SR-49 / Hoffman</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	7	0	0	0	0	0	0	0	0	14
Total	0	7	0	7	0	0	0	0	0	0	0	0	14
<b>#21 SR-49 / Main (Jackson)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	1	6	0	0	0	0	0	0	0	14
Total	0	6	0	1	6	0	0	0	0	0	0	0	14
<b>#22 SR-49 / SR-88 (South)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	5	0	0	0	0	0	0	0	0	11
Total	0	6	0	5	0	0	0	0	0	0	0	0	11
<b>#23 SR-16 / SR-124</b>													
Base	14	0	202	0	0	0	0	808	27	75	567	0	1693
Added	0	0	96	0	0	0	111	0	88	102	0	397	
PassBy	0	0	0	0	0	0	-4	0	-4	0	0	-4	
Total	14	0	298	0	0	0	915	27	163	669	0	2086	
<b>#24 SR-16 / Latrobe (Amador)</b>													
Base	0	0	0	197	0	8	6	616	0	398	133	1358	
Added	0	0	0	0	0	0	111	0	0	102	0	213	
PassBy	0	0	0	0	0	0	-4	0	-4	0	0	-4	
Total	0	0	0	197	0	8	6	723	0	500	133	1567	
<b>#25 SR-104 (Preston) / SR-124 (North)</b>													
Base	160	288	205	51	313	47	36	28	115	152	25	33	1453
Added	0	0	93	3	0	0	0	0	0	86	0	2	184
Total	160	288	298	54	313	47	36	28	115	238	25	35	1637
<b>#26 SR-104 (Main) / SR-124 (Church)</b>													
Base	242	10	18	3	11	24	51	285	295	5	212	5	1161
Added	92	0	0	0	0	0	0	1	85	0	1	0	179
Total	334	10	18	3	11	24	51	286	380	5	213	5	1340

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
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	5	0	226	210	531	0
Added	0	0	0	0	0	81	87	4	0
Total	0	0	0	5	0	307	297	535	0
#29 SR-88 / SR-12 (North)									
Base	0	0	0	107	0	564	645	614	0
Added	0	0	0	0	0	58	73	0	0
Total	0	0	0	107	0	632	718	614	0
#30 SR-88 / SR-12 (South)									
Base	32	895	2	3	518	262	276	1	20
Added	0	49	0	0	45	19	20	0	0
Total	32	944	2	3	563	281	296	1	20
#31 SR-88 / Kettleman									
Base	22	672	20	7	439	100	256	104	33
Added	0	42	0	0	39	6	6	0	0
Total	22	714	20	7	478	106	262	104	33
#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	18	0	0	0	0	1	0
Total	0	0	18	0	0	0	0	1	0
#34 Kettleman / SR-99 SB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	5	0	0	0
Total	0	0	0	0	0	5	0	0	0
#35 Kettleman / SR-99 NB Ramps									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	5	6	0	5
Total	0	0	0	0	0	5	6	0	5

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

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

#36 SR-49 / Pleasant Valley									
Base	155	0	250	0	0	0	604	281	325
Added	12	0	46	0	0	0	0	13	50
Total	167	0	296	0	0	0	604	294	375
#37 SR-16 / Ione									
Base	78	0	1	0	0	0	652	190	0
Added	0	0	0	0	0	0	111	0	102
PassBy	0	0	0	0	0	0	-4	0	0
Total	78	0	1	0	0	0	759	190	0
#38 SR-16 / Murietta South Pkwy									
Base	0	0	2	11	3	126	208	834	0
Added	0	0	0	0	0	0	110	0	101
PassBy	0	0	0	0	0	0	-4	0	0
Total	0	0	2	11	3	126	208	940	0
#39 SR-16 / Murietta Pkwy									
Base	147	195	55	55	114	177	212	938	179
Added	0	0	0	0	0	0	110	0	101
Total	147	195	55	55	114	177	212	1048	179
#40 SR-16 / Stone House									
Base	0	0	0	129	0	36	85	1205	0
Added	0	0	0	0	0	0	110	0	101
PassBy	0	0	0	0	0	0	-4	0	0
Total	0	0	0	129	0	36	85	1311	0
#41 SR-16 / Latrobe (Sac)									
Base	9	0	4	9	0	47	60	1329	22
Added	0	0	0	0	0	0	110	0	101
PassBy	0	0	0	0	0	0	-4	0	0
Total	9	0	4	9	0	47	60	1435	22
#42 SR-16 / Dillard									
Base	104	0	145	0	0	0	1271	284	89
Added	0	0	2	0	0	0	108	0	100
PassBy	0	0	0	0	0	0	-4	0	0
Total	104	0	147	0	0	0	1375	284	90
#43 SR-16 / Sloughhouse									
Base	6	0	81	0	0	0	1479	12	44
Added	0	0	0	0	0	0	108	0	100
PassBy	0	0	0	0	0	0	-4	0	0
Total	6	0	81	0	0	0	1583	12	44



Ione Casino  
 Cumulative Plus Alternative A Friday - Mitigation  
 PM Peak Hour  
 Impact Analysis Report  
 Level Of Service

Ione Casino  
 Cumulative Plus Alternative A Friday - Mitigation  
 PM Peak Hour

Intersection	Base Del./LOS	V/C	Future Del./LOS	V/C	Change in
# 7 SR-49 / Main-Fiddletown	C 23.4	0.757	C 29.8	0.811	+ 6.404 D/V
# 9 SR-49 / Empire	B 13.0	0.595	B 17.8	0.652	+ 4.754 D/V
# 10 SR-49 / SR-16	C 26.5	0.861	C 30.4	0.916	+ 3.930 D/V
# 23 SR-16 / SR-124	B 11.8	0.647	C 21.0	0.899	+ 9.151 D/V
# 24 SR-16 / Latrobe (Amador)	B 12.0	0.548	B 12.3	0.614	+ 0.360 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	C 21.7	0.716	C 32.6	0.872	+10.966 D/V
# 26 SR-104 (Main) / SR-124 (Church)	B 10.3	0.759	C 22.8	0.924	+12.450 D/V
#101 SR-49 / Project Access	A 2.2	0.646	C 21.6	0.929	+19.353 D/V
#174 SR-49 / Project Service Access	A 1.3	0.611	A 8.8	0.839	+ 7.554 D/V

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#44 SR-16 / Grant Line	0	615	78	178	887	149	214	1406	64	84	618	103	4396
Base	0	11	0	0	0	0	0	97	0	10	90	0	208
Added	0	0	0	0	0	0	-4	0	0	0	0	0	-4
Passby	0	0	0	178	887	149	214	1499	64	94	708	103	4600
Total	0	615	89	178	887	149	214	1499	64	94	708	103	4600
#45 SR-16 / Sunrise	10	769	134	441	1442	276	193	1162	51	65	558	203	5304
Base	0	5	0	0	0	0	0	67	0	5	62	23	187
Added	0	0	0	0	0	0	-4	0	0	0	0	0	-4
Passby	0	0	0	139	466	1442	276	193	1225	51	70	620	5487
Total	10	769	139	466	1442	276	193	1225	51	70	620	226	5487
#46 SR-16 / Excelsior	43	103	137	22	312	173	195	1291	268	135	698	41	3418
Base	0	3	1	0	0	0	0	63	0	3	58	1	129
Added	0	0	0	0	0	0	-4	0	0	0	0	0	-4
Passby	0	0	0	23	312	173	195	1350	268	138	756	42	3543
Total	43	103	140	23	312	173	195	1350	268	138	756	42	3543
#47 SR-16 / Bradshaw	135	931	94	458	1453	672	425	1152	169	121	639	213	6462
Base	0	3	8	0	0	0	0	52	0	3	48	8	122
Added	0	0	0	0	0	0	-4	0	0	0	0	0	-4
Passby	0	0	0	466	1453	672	425	1200	169	124	687	221	6580
Total	135	931	97	466	1453	672	425	1200	169	124	687	221	6580
#101 SR-49 / Project Access	0	877	0	0	619	0	0	0	0	0	0	0	1496
Base	0	133	90	0	0	0	0	0	0	123	0	83	429
Added	0	-4	0	-4	0	0	0	0	0	0	0	0	-8
Passby	0	873	133	90	615	0	0	0	0	123	0	83	1917
Total	0	873	133	90	615	0	0	0	0	123	0	83	1917
#174 SR-49 / Project Service Access	0	877	0	0	619	0	0	0	0	0	0	0	1496
Base	0	133	89	0	123	0	0	0	0	82	0	0	427
Added	0	-2	0	-4	0	0	0	0	0	0	0	0	-6
Passby	0	1008	89	0	738	0	0	0	0	82	0	0	1917
Total	0	1008	89	0	738	0	0	0	0	82	0	0	1917
#176 Internal Project Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	0	89	0	0	0	0	0	223	0	82	206	0	600
Added	0	0	89	0	0	0	0	223	0	82	206	0	600
Total	0	89	0	0	0	0	0	223	0	82	206	0	600

Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.811  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.8  
Optimal Cycle: 59 Level Of Service: C

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

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 3 7 7 3 0 7 7 3 0 7 7 3 0 7 7

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

Volume Module:  
Base Vol: 72 219 349 22 154 27 20 94 66 164 80 19  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 72 219 349 22 154 27 20 94 66 164 80 19  
Added Vol: 0 -4 0 -4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 83 274 350 22 214 27 20 94 78 165 80 19  
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 1.00

User 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 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 87 287 366 23 224 28 21 98 82 173 84 20  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

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

Final Vol.: 87 287 366 23 224 28 21 98 82 173 84 20

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: 0.88 0.85 0.85 0.88 0.81 0.91 0.85 0.93 0.93 0.95 0.97 0.97  
Lanes: 1.00 0.44 0.56 1.00 0.89 0.11 1.00 0.55 0.45 1.00 0.81 0.19

Final Sat.: 1671 708 904 1671 1536 194 1805 968 803 1805 1491 354

Capacity Analysis Module:  
Vol/Sat: 0.05 0.41 0.41 0.01 0.15 0.15 0.01 0.10 0.10 0.10 0.06 0.06  
Crit Moves: \*\*\*\*

Green/Cycle: 0.06 0.45 0.45 0.06 0.45 0.45 0.07 0.14 0.14 0.11 0.17 0.17  
Volume/Cap: 0.87 0.89 0.89 0.23 0.32 0.32 0.16 0.73 0.73 0.89 0.33 0.33

Delay/Veh: 73.3 26.2 26.2 23.6 9.0 9.0 22.2 30.9 30.9 59.1 18.7 18.7  
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: 73.3 26.2 26.2 23.6 9.0 9.0 22.2 30.9 30.9 59.1 18.7 18.7  
HCM2KAVG: 4 14 14 3 0 5 6 2 2

Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

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

Cycle (sec): 35 Critical Vol./Cap. (X): 0.652  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.8  
Optimal Cycle: 36 Level Of Service: B

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

Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 3 7 7 3 0 7 7 3 0 7 7 3 0 7 7

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: 172 697 8 5 480 9 14 2 137 2 9 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 172 697 8 5 480 9 14 2 137 2 9 3  
Added Vol: 8 75 0 0 81 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

Initial Fut: 180 768 8 5 557 9 14 2 145 2 9 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

PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94

PHF Volume: 191 816 9 5 592 10 15 2 154 2 10 3  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

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

Final Vol.: 191 816 9 5 592 10 15 2 154 2 10 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: 0.88 0.93 0.93 0.88 0.92 0.92 0.75 0.75 0.85 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92

Lanes: 1.00 0.99 0.01 1.00 0.98 0.02 0.87 0.13 1.00 0.14 0.65 0.21

Final Sat.: 1671 1740 18 1671 1728 28 1250 179 1615 251 1129 376

Capacity Analysis Module:  
Vol/Sat: 0.11 0.47 0.47 0.00 0.34 0.34 0.01 0.01 0.10 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01

Crit Moves: \*\*\*\*

Green/Cycle: 0.15 0.51 0.51 0.09 0.45 0.45 0.14 0.14 0.29 0.14 0.14 0.14 0.14 0.14 0.14 0.14 0.14 0.14 0.14

Volume/Cap: 0.76 0.91 0.91 0.04 0.76 0.76 0.08 0.08 0.33 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0.06

Delay/Veh: 27.1 21.1 21.1 14.8 12.4 12.4 13.2 13.2 10.1 13.1 13.1 13.1 13.1 13.1 13.1 13.1 13.1 13.1 13.1

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 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 27.1 21.1 21.1 14.8 12.4 12.4 13.2 13.2 10.1 13.1 13.1 13.1 13.1 13.1 13.1 13.1 13.1 13.1 13.1

HCM2KAVG: 4 14 14 0 8 7 0 0 2 0 0 0

Cumulative Plus Alternative A Friday - Mitigation PM Peak Hour

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 71 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R L T R
Control: Permitted Permitted Protected Protected Protected Protected
Rights: Include Ovl

Volume Module:
Base Vol: 14 0 202 0 0 0 808 27 75 567 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Cumulative Plus Alternative A 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): 65 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 88 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Permitted Permitted Protected Protected Protected Protected
Rights: Include Ovl

Volume Module:
Base Vol: 307 0 133 0 0 0 484 526 230 335 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #25 SR-104 (Preston) / SR-124 (North)  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.872  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 32.6  
 Optimal Cycle: 68 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R L T R L T R  
 Control: Permitted Protected Split Phase  
 Rights: Include Include  
 Min. Green: 3 0 7 7 3 0 7 7 3 0 7 7 3 0 7 7  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:  
 Base Vol.: 160 288 205 51 313 47 36 28 115 152 25 33  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 160 288 205 51 313 47 36 28 115 152 25 33  
 Added Vol.: 0 0 0 93 0 0 0 0 0 0 0 0 86 0 0  
 PasserByVol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut.: 160 288 298 54 313 47 36 28 115 152 25 35  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 169 304 314 57 330 50 38 30 121 251 26 37  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 169 304 314 57 330 50 38 30 121 251 26 37  
 PCE Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 169 304 314 57 330 50 38 30 121 251 26 37

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.90 0.87 0.87 0.90 0.92 0.82 0.90 0.90 0.90 0.90 0.87 0.87  
 Lanes: 1.00 0.49 0.51 1.00 0.87 0.13 0.20 0.16 0.64 1.00 0.42 0.58  
 Final Sat.: 1702 814 842 1702 1527 229 345 269 1103 1718 688 963

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.37 0.37 0.03 0.22 0.22 0.11 0.11 0.11 0.15 0.04 0.04  
 Crit Moves: 0.15 0.40 0.40 0.06 0.32 0.32 0.14 0.14 0.14 0.16 0.16 0.16  
 Green/Cycle: 0.15 0.40 0.40 0.56 0.68 0.68 0.79 0.79 0.79 0.93 0.93 0.93  
 Volume/Cap: 0.68 0.93 0.93 29.6 18.3 18.3 36.3 36.3 36.3 56.7 18.9 18.9  
 Delay/Veh: 27.8 33.5 33.5 29.6 18.3 18.3 36.3 36.3 36.3 56.7 18.9 18.9  
 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: 27.8 33.5 33.5 29.6 18.3 18.3 36.3 36.3 36.3 56.7 18.9 18.9  
 HCM2KAVG: 4 14 14 2 7 7 5 5 5 8 1 1

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #24 SR-16 / Labroche (Amador)  
 Cycle (sec): 65 Critical Vol./Cap. (X): 0.614  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.3  
 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 L T R  
 Control: Permitted Protected Split Phase  
 Rights: Include Include  
 Min. Green: 0 0 0 0 0 5 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 7 7  
 Lanes: 0 0 0 0 0 5 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0

Volume Module:  
 Base Vol.: 0 0 0 197 0 8 6 616 0 0 398 133  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse.: 0 0 0 197 0 8 6 616 0 0 398 133  
 Added Vol.: 0 0 0 0 0 0 0 0 111 0 0 102 0  
 PasserByVol.: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut.: 0 0 0 197 0 8 6 723 0 0 500 133  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 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 0 206 0 8 6 755 0 0 522 139  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 0 0 0 206 0 8 6 755 0 0 522 139  
 PCE Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MUF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 206 0 8 6 755 0 0 522 139

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 0.72 1.00 0.72 0.92 0.97 1.00 1.00 0.94 0.94  
 Lanes: 0.00 0.00 0.00 0.96 0.00 0.04 1.00 1.00 0.00 0.00 0.79 0.21  
 Final Sat.: 0 0 0 1312 0 53 1753 1845 0 0 1416 377

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.16 0.00 0.41 0.00 0.00 0.37 0.37  
 Crit Moves: 0.24 0.00 0.24 0.05 0.62 0.00 0.00 0.57 0.57 0.57 0.64 0.64  
 Green/Cycle: 0.00 0.00 0.00 0.64 0.00 0.64 0.08 0.66 0.00 0.00 0.64 0.64  
 Volume/Cap: 0.00 0.00 0.00 26.4 0.0 26.4 30.1 9.5 0.0 0.0 10.9 10.9  
 Delay/Veh: 0.0 0.0 0.0 26.4 0.0 26.4 30.1 9.5 0.0 0.0 10.9 10.9  
 User DelAdj: 0.0 0.0 0.0 26.4 0.0 26.4 30.1 9.5 0.0 0.0 10.9 10.9  
 AdjDel/Veh: 0.0 0.0 0.0 26.4 0.0 26.4 30.1 9.5 0.0 0.0 10.9 10.9  
 HCM2KAVG: 0 0 0 6 0 6 0 11 0 0 10 10

Ione Casino  
Cumulative Plus Alternative A 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): 30 Critical Vol./Cap. (X): 0.924  
Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 22.8  
Optimal Cycle: 55 Level Of Service: C

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

Control: Protected Permitted Protected Permitted Permitted Permitted  
Rights: Include Include Include Include Include Include Include Include  
Min. Green: 5  
Lanes: 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1

Volume Module:  
Base Vol: 242 10 18 3 11 24 51 285 295 5 212 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 242 10 18 3 11 24 51 285 295 5 212 5  
Added Vol: 0  
PasserByVol: 0  
Initial Fut: 334 10 18 3 11 24 51 286 380 5 213 5  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.94 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: 354 11 19 3 12 25 54 303 403 5 226 5  
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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 354 11 19 3 12 25 54 303 403 5 226 5

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.70 0.86 0.86 0.86 0.86 0.86 0.85 0.85 0.85 0.93 0.93 0.93  
Lanes: 1.00 0.36 0.64 0.08 0.29 0.63 0.07 0.40 0.53 0.02 0.96 0.02  
Final Sat: 1329 584 1051 128 470 1026 114 641 852 39 1681 39

Capacity Analysis Module:  
Vol/Sat: 0.27 0.02 0.02 0.02 0.02 0.02 0.02 0.47 0.47 0.47 0.13 0.13 0.13  
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: 0.92 0.06 0.06 0.09 0.09 0.09 0.92 0.92 0.92 0.26 0.26 0.26  
Delay/Veh: 38.1 7.8 7.8 7.9 7.9 7.9 22.7 22.7 22.7 4.3 4.3 4.3  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 38.1 7.8 7.8 7.9 7.9 7.9 22.7 22.7 22.7 4.3 4.3 4.3  
HCM2kAVG: 10 0 0 0 0 0 0 13 13 13 2 1 2

Ione Casino  
Cumulative Plus Alternative A 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): 50 Critical Vol./Cap. (X): 0.929  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.6  
Optimal Cycle: 78 Level Of Service: C

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

Control: Protected Permitted Protected Permitted Permitted Permitted  
Rights: Include Include Include Include Include Include Include Include  
Min. Green: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
Base Vol: 0 877 0 0 619 0 0 619 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 877 0 0 619 0 0 619 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0  
PasserByVol: 0  
Initial Fut: 0 873 133 90 615 0  
User Adj: 1.00 1.00 1.00 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: 0 928 141 96 654 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 0 928 141 96 654 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 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.87 0.13 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat: 0 1499 228 1671 1759 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.62 0.62 0.06 0.37 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.66 0.66 0.06 0.72 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Volume/Cap: 0.00 0.94 0.94 0.94 0.52 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Delay/Veh: 0.0 22.0 22.0 92.8 3.5 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 22.0 22.0 92.8 3.5 0.0  
HCM2kAVG: 0 21 22 5 5 0 2

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 Ione Casino  
 Cumulative Plus Alternative A Friday - Mitigation  
 PM Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #174 SR-49 / Project Service Access  
 \*\*\*\*\*

Cycle (sec): 45 Critical Vol./Cap. (X): 0.839  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 8.8  
 Optimal Cycle: 53 Level Of Service: A  
 \*\*\*\*\*

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

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Ov1
Min. Green:	0 5 5 5	0 0 0 0	0 0 0 0	5 0 0 0
Lanes:	0 0 1 0	0 0 1 0	0 0 0 0	1 0 0 0

Volume Module:

Base Vol:	0 877	0 619	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
Initial Bse:	0 877	0 619	0 0 0	0 0 0 0
Added Vol:	0 133	89 0	123 0	0 0 0 82
PasserbyVol:	0 -2	0 -4	0 0 0	0 0 0 0
Initial Fut:	0 1008	89 0	738 0	0 0 0 82
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
PHF Adj:	0.94 0.94	0.94 0.94	0.94 0.94	0.94 0.94 0.94 0.94
PHF Volume:	0 1071	95 0	784 0	0 0 0 87
Reduct Vol:	0 0	0 0	0 0 0	0 0 0 0
Reduced Vol:	0 1071	95 0	784 0	0 0 0 87
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:	0 1071	95 0	784 0	0 0 0 87

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900 1900 1900
Adjustment:	1.00 0.92	0.92 1.00	0.93 1.00	1.00 1.00 1.00 0.80
Lanes:	0.00 0.92	0.08 1.00	0.00 1.00	0.00 0.00 0.00 1.00
Final Sat.:	0 1599	141 0	1759 0	0 1520 0 1900

Capacity Analysis Module:

Vol/Sat:	0.00 0.67	0.67 0.00	0.45 0.00	0.00 0.00 0.00 0.06
Crit Moves:	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00 0.00 0.00
Green/Cycle:	0.00 0.76	0.76 0.00	0.76 0.00	0.00 0.00 0.00 0.11
Volume/Cap:	0.00 0.89	0.89 0.00	0.59 0.00	0.00 0.00 0.00 0.52
Delay/Veh:	0.0 11.7	11.7 0.0	3.1 0.0	0.0 0.0 0.0 21.6
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00 1.00
AdjDel/Veh:	0.0 11.7	11.7 0.0	3.1 0.0	0.0 0.0 0.0 21.6
HCMDAvg:	0 17	17 0	6 0	0 0 0 2

Ione Casino  
Cumulative Plus Alternative A 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): 45 Critical Vol./Cap. (X): 0.803  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 14.8  
 Optimal Cycle: OPTIMIZED Level of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R L T R L T R  
 Control: Permitted Permitted Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5  
 Lanes: 1 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 1 0 0 0  
 Volume Module:  
 Base Vol: 242 10 18 3 11 24 51 285 295 5 212 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 242 10 18 3 11 24 51 285 295 5 212 5  
 Added Vol: 0 0 0 0 0 0 0 0 0 1 85 0 1 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0  
 Initial Fut: 334 10 18 3 11 24 51 286 380 5 213 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 334 10 18 3 11 24 51 286 380 5 213 5  
 Reduct Vol: 0  
 Reduced Vol: 334 10 18 3 11 24 51 286 380 5 213 5  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 334 10 18 3 11 24 51 286 380 5 213 5  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.70 0.86 0.86 0.86 0.86 0.86 0.85 0.85 0.85 0.93 0.93 0.93  
 Lanes: 1.00 0.36 0.64 0.08 0.29 0.63 0.07 0.40 0.53 0.02 0.96 0.02  
 Final Sat: 1333 584 1051 129 473 1032 115 643 854 40 1686 40  
 Capacity Analysis Module:  
 Vol/Sat: 0.25 0.02 0.02 0.02 0.02 0.02 0.45 0.45 0.45 0.13 0.13 0.13  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.31 0.31 0.31 0.31 0.31 0.31 0.55 0.55 0.55 0.55 0.55  
 Volume/Cap: 0.80 0.05 0.05 0.07 0.07 0.07 0.80 0.80 0.80 0.23 0.23 0.23  
 Delay/Veh: 24.9 10.9 10.9 11.0 11.0 11.0 13.3 13.3 13.3 5.2 5.2 5.2  
 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: 24.9 10.9 10.9 11.0 11.0 11.0 13.3 13.3 13.3 5.2 5.2 5.2  
 HCMKAVG: 8 0 0 0 0 0 11 11 11 2 2 2 2

Ione Casino  
Cumulative Plus Alternative A 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): 55 Critical Vol./Cap. (X): 0.873  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 19.3  
 Optimal Cycle: OPTIMIZED Level of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R L T R L T R  
 Control: Permitted Permitted Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include Include Include  
 Min. Green: 0 0 0 0 0 5 0 5 0 5 3 7 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 0 0 107 0 564 645 614 0 0 347 81  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 0 0 107 0 564 645 614 0 0 347 81  
 Added Vol: 0 0 0 0 0 0 0 68 73 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 0 0 107 0 632 718 614 0 0 347 81  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 0 107 0 632 718 614 0 0 347 81  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 107 0 632 718 614 0 0 347 81  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 0 0 0 0 0 107 0 632 718 614 0 0 347 81  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.81 0.19  
 Final Sat: 0 0 0 1408 0 1495 1736 1828 0 0 1443 337  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.42 0.41 0.34 0.00 0.00 0.24 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.09 0.00 0.56 0.47 0.75 0.00 0.00 0.27 0.27  
 Volume/Cap: 0.00 0.00 0.00 0.82 0.00 0.75 0.88 0.45 0.00 0.00 0.88 0.88  
 Delay/Veh: 0 0 0 0 56 0 0 13 0 23 7 2 3 0 0 0 35 4 35 4  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0 0 0 0 56 0 0 13 0 23 7 2 3 0 0 0 35 4 35 4  
 HCMKAVG: 0 0 0 0 5 0 10 16 4 0 0 11 11

Ione Casino  
Cumulative Plus Alternative A 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): 105 Critical Vol./Cap. (X): 0.761  
 Loss Time (sec): 12 (Y-R = 4 sec) Average Delay (sec/veh): 23.9  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected 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  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 1 0 0 0

Volume Module:  
 Base Vol: 32 895 2 3 518 262 276 1 20 2 3 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 32 895 2 3 518 262 276 1 20 2 3 2  
 Added Vol: 0 49 0 0 45 19 20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0  
 Initial Fut: 32 944 2 3 563 281 296 1 20 2 3 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 32 944 2 3 563 281 296 1 20 2 3 2  
 Reduct Vol: 0  
 Reduced Vol: 32 944 2 3 563 281 296 1 20 2 3 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 32 944 2 3 563 281 296 1 20 2 3 2

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.90 0.94 0.80 0.91 0.82 0.82 0.91 0.91 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 0.28 0.43 0.29  
 Final Sat.: 1805 1896 4 1702 1792 1523 1736 75 1492 495 742 495  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.50 0.50 0.00 0.31 0.18 0.17 0.01 0.01 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.59 0.59 0.03 0.59 0.79 0.20 0.20 0.20 0.07 0.07 0.07  
 Volume/Cap: 0.82 0.85 0.85 0.06 0.53 0.23 0.85 0.07 0.07 0.06 0.06 0.06  
 Delay/Veh: 71.4 23.8 23.8 50.2 13.5 2.9 57.4 34.0 34.0 46.1 46.1 46.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 71.4 23.8 23.8 50.2 13.5 2.9 57.4 34.0 34.0 46.1 46.1 46.1  
 HCM2KAVG: 2 27 27 0 11 2 12 1 1 0 0 0

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #31 SR-88 / Kettleman  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.740  
 Loss Time (sec): 12 (Y-R = 4 sec) Average Delay (sec/veh): 23.1  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected 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  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 1 0 0

Volume Module:  
 Base Vol: 22 672 20 7 439 100 256 104 33 17 77 8  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 22 672 20 7 439 100 256 104 33 17 77 8  
 Added Vol: 0 42 0 0 39 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0  
 Initial Fut: 22 714 20 7 478 106 262 104 33 17 77 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: 22 714 20 7 478 106 262 104 33 17 77 8  
 Reduct Vol: 0  
 Reduced Vol: 22 714 20 7 478 106 262 104 33 17 77 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.: 22 714 20 7 478 106 262 104 33 17 77 8

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.92 0.94 0.94 0.94 0.95 0.95  
 Lanes: 1.00 0.97 0.03 1.00 0.82 0.18 1.00 0.76 0.24 0.17 0.75 0.08  
 Final Sat.: 1702 1736 49 1702 1427 316 1753 1350 428 302 1366 142  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.41 0.41 0.00 0.33 0.33 0.15 0.08 0.08 0.06 0.06 0.06  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.52 0.52 0.04 0.52 0.52 0.19 0.19 0.19 0.09 0.09 0.09  
 Volume/Cap: 0.32 0.79 0.79 0.10 0.65 0.65 0.79 0.41 0.41 0.60 0.60 0.60  
 Delay/Veh: 37.8 19.6 19.6 35.4 14.7 14.7 41.5 27.6 27.6 38.7 38.7 38.7  
 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: 37.8 19.6 19.6 35.4 14.7 14.7 41.5 27.6 27.6 38.7 38.7 38.7  
 HCM2KAVG: 1 16 16 0 11 11 8 3 3 3 3 3



Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #40 SR-16 / Stone House  
 Cycle (sec): 95 Critical Vol./Cap. (X): 0.883  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.6  
 Optimal Cycle:OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Ovl Include  
 Min. Green: 0 0 0 0 5 0 5 3 7 0 0 0 7 7  
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0  
 Volume Module:  
 Base Vol: 0 0 0 0 129 0 36 85 1205 0 0 710 81  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 0 0 129 0 36 85 1205 0 0 710 81  
 Added Vol: 0 0 0 0 0 0 0 0 110 0 0 101 0  
 PasserByVol: 0 0 0 0 0 0 0 0 -4 0 0 0 0  
 Initial Fut: 0 0 0 0 129 0 36 85 1311 0 0 811 81  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 129 0 36 85 1311 0 0 811 81  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 129 0 36 85 1311 0 0 811 81  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 0 129 0 36 85 1311 0 0 811 81  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 1.00 0.77 1.00 0.85 0.92 0.97 1.00 1.00 0.96  
 Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 0.00 0.00 0.21 0.09  
 Final Sat.: 0 0 0 0 1461 0 1615 1753 1645 0 0 1657 166  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.02 0.05 0.71 0.00 0.00 0.49 0.49  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.10 0.00 0.17 0.07 0.81 0.00 0.00 0.73 0.73  
 Volume/Cap: 0.00 0.00 0.00 0.88 0.00 0.13 0.67 0.88 0.00 0.00 0.67 0.67  
 Delay/Veh: 0.0 0.0 0.0 84.1 0.0 33.5 55.7 12.8 0.0 0.0 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  
 AdjDel/Veh: 0.0 0.0 0.0 84.1 0.0 33.5 55.7 12.8 0.0 0.0 8.0 8.0  
 HCM2kAVG: 0 0 0 8 0 1 4 29 0 0 14 14

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #36 SR-49 / Pleasant Valley  
 Cycle (sec): 80 Critical Vol./Cap. (X): 0.929  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 33.9  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Ovl Include  
 Min. Green: 5 0 5 0 0 0 0 0 7 7 3 7 0  
 Lanes: 1 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0  
 Volume Module:  
 Base Vol: 155 0 250 0 0 0 604 281 325 380 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 155 0 250 0 0 0 604 281 325 380 0  
 Added Vol: 12 0 46 0 0 0 0 13 50 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 167 0 296 0 0 0 604 294 375 380 0  
 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: 167 0 296 0 0 0 604 294 375 380 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 167 0 296 0 0 0 604 294 375 380 0  
 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.: 167 0 296 0 0 0 604 294 375 380 0  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.72 1.00 0.79 1.00 1.00 1.00 0.96 0.96 0.95 1.00 1.00  
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.67 0.33 1.00 1.00 0.00  
 Final Sat.: 1366 0 1510 0 0 0 0 1222 595 1805 1900 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.12 0.00 0.20 0.00 0.00 0.00 0.49 0.49 0.21 0.20 0.00  
 Crit Moves: \*\*\*  
 Green/Cycle: 0.13 0.00 0.36 0.00 0.00 0.00 0.53 0.53 0.22 0.76 0.00  
 Volume/Cap: 0.93 0.00 0.55 0.00 0.00 0.00 0.93 0.93 0.93 0.26 0.00  
 Delay/Veh: 81.3 0.0 21.9 0.0 0.0 0.0 32.1 32.1 58.1 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  
 AdjDel/Veh: 81.3 0.0 21.9 0.0 0.0 0.0 32.1 32.1 58.1 3.1 0.0  
 HCM2kAVG: 9 0 6 0 0 0 26 26 14 3 0

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

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

Intersection #41 SR-16 / Istrope (Sec) F(270.9)  
Average Delay (sec/veh): 3.1 Worst Case Level of Service: F(270.9)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Uncontrolled Uncontrolled  
Rights: Include Include Include  
Lanes: 0 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 9 0 4 9 0 47 60 1329 22 4 780 15  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 9 0 4 9 0 47 60 1329 22 4 780 15  
Added Vol: 0 0 0 0 0 0 0 110 0 0 101 0  
PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 9 0 4 9 0 47 60 1435 22 4 881 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 9 0 4 9 0 47 60 1435 22 4 881 15

Critical Gap Module:  
Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx xxx  
FollowupTim: 3.5 xxx 3.3 3.5 xxx 3.2 2.2 xxx xxx 2.2 xxx xxx

Capacity Module:  
Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx xxx  
FollowupTim: 3.5 xxx 3.3 3.5 xxx 3.2 2.2 xxx xxx 2.2 xxx xxx  
Capacity Module:  
Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx xxx  
FollowupTim: 3.5 xxx 3.3 3.5 xxx 3.2 2.2 xxx xxx 2.2 xxx xxx

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

Intersection #42 SR-16 / Dillard  
Cycle (sec): 175 Critical Vol./Cap. (X): 1.099  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 60.8  
Optimal Cycle: OPTIMIZED Level of Service: E  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Protected  
Rights: 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: 104 0 145 0 0 0 0 1271 284 89 742 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 104 0 145 0 0 0 0 1271 284 89 742 0  
Added Vol: 0 0 2 0 0 0 0 108 0 1 100 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 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 104 0 147 0 0 0 0 1375 284 90 842 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 104 0 147 0 0 0 0 1375 284 90 842 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00  
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.83 0.17 1.00 1.00 0.00  
Final Sat.: 1461 0 1615 0 0 0 0 0 1494 309 1753 1845

Capacity Analysis Module:  
Vol/Sat: 0.07 0.00 0.09 0.00 0.00 0.00 0.00 0.92 0.92 0.05 0.46 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.06 0.00 0.11 0.00 0.00 0.00 0.00 0.84 0.84 0.05 0.88 0.00  
Volume/Cap: 1.10 0.00 0.82 0.00 0.00 0.00 0.00 1.10 1.10 1.10 0.52 0.00  
Delay/Veh: 203.8 0.0 100.3 0.0 0.0 0.0 0.0 69.7 69.7 212.5 2.5 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 203.8 0.0 100.3 0.0 0.0 0.0 0.0 69.7 69.7 212.5 2.5 0.0  
HCM2KAVG: 12 0 10 0 0 0 0 0 107 107 9 10 0

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

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Level of Service Computation Report
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*****
2000 HCM Unsignalized Method (Future Volume Alternative)
-----
Intersection #43 SR-16 / Sloughhouse
-----
Average Delay (sec/veh): 2.7 Worst Case Level Of Service: F (73.6)
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 38.5
Optimal Cycle:OPTIMIZED
Level Of Service: 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 1 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0
-----
Volume Module:
Base Vol: 6 0 81 0 0 0 0 0 1479 12 44 794 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 0 81 0 0 0 0 0 1479 12 44 794 0
Added Vol: 0 0 0 0 0 0 0 0 108 0 0 100 0
PasserByVol: 0 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 0 81 0 0 0 0 0 1583 12 44 894 0
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 6 0 81 0 0 0 0 0 1583 12 44 894 0
-----
Critical Gap Module:
Critical Gap: 6.4 XXXX 5.2 XXXXX XXXX XXXXX XXXX XXXX 4.1 XXXX XXXXX
FollowUpTim: 3.5 XXXX 3.3 XXXXX XXXX XXXXX XXXX XXXX 2.2 XXXX XXXXX
-----
Capacity Module:
Conflic Vol: 2571 XXXX 1589 XXXX XXXX XXXXX XXXX XXXX XXXXX 1595 XXXX XXXXX
Move Cap: 29 XXXX 134 XXXX XXXX XXXXX XXXX XXXX XXXXX 408 XXXX XXXXX
Volume/Cap: 0.23 XXXX 0.60 XXXX XXXX XXXXX XXXX XXXX XXXXX 0.11 XXXX XXXX
-----
Level of Service Module:
Queue: 0.7 XXXX 3.1 XXXXX XXXX XXXXX XXXXX XXXX XXXX 0.4 XXXX XXXXX
Stopped Del:176.1 XXXX 66.1 XXXXX XXXX XXXXX XXXX XXXX 14.9 XXXX XXXXX
LOS by Move: F * F * * * * * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXX XXXX XXXXX
Shrd StpDel:XXXX XXXX XXXX XXXXX XXXX XXXX XXXXX XXXX XXXX XXXX XXXX
Shared LOS: * * * * * * * * * * * * * * * * * *
ApproachDel: 73.6 XXXXXX XXXXXX XXXXXX XXXXXX
ApproachLOS: F * * * * *
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Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

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Level of Service Computation Report
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*****
2000 HCM Operations Method (Future Volume Alternative)
-----
Intersection #44 SR-16 / Grant Line
-----
Cycle (sec): 80 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 38.5
Optimal Cycle:OPTIMIZED
Level Of Service: D
-----
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0
-----
Volume Module:
Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 615 78 178 887 149 214 1406 64 84 618 103
Added Vol: 0 0 11 0 0 0 0 0 97 0 10 90 0
PasserByVol: 0 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 615 89 178 887 149 214 1499 64 94 708 103
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 0 615 89 178 887 149 214 1499 64 94 708 103
-----
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 1.00 0.93 0.93 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.90 0.90
Lanes: 1.00 1.75 0.25 1.00 1.71 0.29 1.00 1.92 0.08 1.00 1.75 0.25
Final Sat.: 1900 3094 448 1805 3023 508 1753 3342 143 1753 3002 437
-----
Capacity Analysis Module:
Vol/Sat: 0.00 0.20 0.20 0.10 0.29 0.29 0.12 0.45 0.45 0.05 0.24 0.24
Crit Moves: *****
Green/Cycle: 0.00 0.21 0.21 0.10 0.32 0.32 0.18 0.48 0.48 0.06 0.35 0.35
Volume/Cap: 0.00 0.94 0.94 0.94 0.94 0.93 0.67 0.94 0.94 0.94 0.67 0.67
Delay/veh: 0.0 50.9 50.9 84.1 39.6 39.6 35.9 30.9 30.9 108.4 23.5 23.5
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 0.0 50.9 50.9 84.1 39.6 39.6 35.9 30.9 30.9 108.4 23.5 23.5
HCM2KAVG: 0 13 13 8 17 17 6 24 24 5 10 10
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Ione Casino  
 Cumulative Plus Alternative A Friday - Mitigation  
 PM Peak Hour

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

Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 90 Critical Vol./Cap. (X): 0.930  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.6  
 Optimal Cycle:OPTIMIZED Level Of Service: D  
 Approach: North Bound South Bound 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  
 Min. Green: 3 1 7 0 2 2 0 1 1 0 2 0 1 1 0 2 0 1 7  
 Lanes: 1 0 1 7 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1 7  
 Volume Module:  
 Base Vol.: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Added Vol: 0 0 5 25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserbyVol: 0  
 Initial Fut: 10 769 139 466 1442 276 193 1225 51 70 620 226  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 10 769 139 466 1442 276 193 1225 51 70 620 226  
 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  
 MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 10 769 139 466 1442 276 193 1225 51 70 620 226

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.92 0.95 0.85 0.90 0.90 0.80 0.80 0.80 0.80  
 Lanes: 1.00 1.69 0.31 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1805 2987 540 3502 3610 1615 1702 3404 1523 1702 3404 1523

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.26 0.26 0.13 0.40 0.17 0.11 0.36 0.03 0.04 0.18 0.15  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.30 0.30 0.15 0.42 0.58 0.16 0.37 0.41 0.04 0.26 0.41  
 Volume/Cap: 0.17 0.87 0.87 0.87 0.96 0.30 0.71 0.96 0.08 0.96 0.71 0.36  
 Delay/Veh: 43.6 38.0 38.0 51.5 40.4 9.9 44.1 44.1 16.4 134.5 33.0 18.7  
 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: 43.6 38.0 38.0 51.5 40.4 9.9 44.1 44.1 16.4 134.5 33.0 18.7  
 HCM2KAVG: 0 15 15 10 25 4 7 22 1 5 9

Ione Casino  
 Cumulative Plus Alternative A Friday - Mitigation  
 PM Peak Hour

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

Intersection #46 SR-16 / Excelsior  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.971  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 36.0  
 Optimal Cycle:OPTIMIZED Level Of Service: D  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 5 5 3 1 1 1 0 1 1 0 1 0 1 1 0 1 1  
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1  
 Volume Module:  
 Base Vol.: 43 103 137 22 312 173 195 1291 268 135 698 41  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 43 103 137 22 312 173 195 1291 268 135 698 41  
 Added Vol: 0 0 0 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserbyVol: 0  
 Initial Fut: 43 103 140 23 312 173 195 1350 268 138 756 42  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 43 103 140 23 312 173 195 1350 268 138 756 42  
 Reduced Vol: 0  
 PCE Adj: 43 103 140 23 312 173 195 1350 268 138 756 42  
 MLP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 43 103 140 23 312 173 195 1350 268 138 756 42

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.72 0.72 0.72 0.93 0.93 0.93 0.90 0.87 0.87 0.90 0.89 0.89  
 Lanes: 0.15 0.36 0.43 0.05 0.61 0.34 1.00 1.67 0.33 1.00 1.89 0.11  
 Final Sat.: 207 496 674 80 1091 605 1702 2769 550 1702 3199 178

Capacity Analysis Module:  
 Vol/Sat: 0.21 0.21 0.21 0.29 0.29 0.29 0.11 0.49 0.49 0.08 0.24 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.29 0.29 0.29 0.29 0.29 0.29 0.19 0.50 0.50 0.08 0.39 0.39  
 Volume/Cap: 0.71 0.71 0.71 0.97 0.97 0.97 0.60 0.97 0.97 0.97 0.60 0.60  
 Delay/Veh: 29.1 29.1 29.1 58.1 58.1 58.1 30.8 33.8 33.8 100.7 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: 29.1 29.1 29.1 58.1 58.1 58.1 30.8 33.8 33.8 100.7 18.8 18.8  
 HCM2KAVG: 9 9 9 18 18 18 5 25 25 7 8 8

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation  
PM Peak Hour

Level of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #47 SR-16 / Bradshaw

Cycle (sec): 100 Critical Vol./Cap. (X): 1.014  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 56.4  
 Optimal Cycle: OPTIMIZED 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 L T R

Control: Protected Protected Protected Protected Protected Permitted Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include Include Include Include Include Include Include  
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:  
 Base Vol: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 Added Vol: 0 0 3 8 0 0 0 0 52 0 3 48 8  
 PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0 0  
 Initial Fut: 135 931 97 466 1453 672 425 1200 169 124 687 221  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 135 931 97 466 1453 672 425 1200 169 124 687 221  
 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.: 135 931 97 466 1453 672 425 1200 169 124 687 221

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.80 0.90 0.80 0.80 0.90 0.90  
 Lanes: 2.00 1.81 0.19 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3502 3224 336 3502 3610 1615 1702 3404 1523 1702 3404 1523

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.29 0.29 0.13 0.40 0.42 0.25 0.35 0.11 0.07 0.20 0.15  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.30 0.30 0.14 0.40 0.64 0.25 0.37 0.41 0.08 0.20 0.34  
 Volume/Cap: 1.01 0.97 0.97 0.97 1.01 0.65 1.01 0.96 0.27 0.96 1.01 0.43  
 Delay/Veh: 129.9 55.4 55.4 76.3 57.5 12.3 85.3 46.7 20.0 111.1 78.2 26.4  
 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: 129.9 55.4 55.4 76.3 57.5 12.3 85.3 46.7 20.0 111.1 78.2 26.4  
 HCM2KAVG: 5 21 21 12 30 13 20 23 4 7 16 6

Ione Casino  
Cumulative Plus Alternative A 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): 70 Critical Vol./Cap. (X): 0.827  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.7  
 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 Protected Protected Permitted Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include Include Include Include Include Include Include  
 Min. Green: 0 0 0 0 1 0 1 0  
 Lanes: 0 0 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 0 877 0 0 619 0  
 Growth Adj: 1.00  
 Initial Bse: 0 877 0 0 619 0  
 Added Vol: 0 0 133 90  
 PasserByVol: 0 -4 0 0 -4 0  
 Initial Fut: 0 873 133 90 615 0  
 User Adj: 1.00  
 PHF Adj: 1.00  
 PHF Volume: 0 873 133 90 615 0  
 Reduced Vol: 0  
 PCE Adj: 1.00  
 MLF Adj: 1.00  
 Final Vol.: 0 873 133 90 615 0

Saturation Flow Module:  
 Sat/Lane: 1900  
 Adjustment: 1.00 0.91 0.91 0.88 0.93 1.00  
 Lanes: 0.00 0.87 0.13 1.00 1.00 0.00  
 Final Sat.: 0 1499 228 1671 1759 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.58 0.58 0.05 0.35 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.70 0.70 0.07 0.77 0.00  
 Volume/Cap: 0.00 0.83 0.83 0.83 0.45 0.00  
 Delay/Veh: 0.0 12.1 12.1 70.5 3.1 0.0  
 User DelAdj: 1.00  
 AdjDel/Veh: 0.0 12.1 12.1 70.5 3.1 0.0  
 HCM2KAVG: 0 18 18 4 5 0

Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

Scenario Report

Cum + Alt A Mitigation Sat  
Command: Cum + Alt A Mitigation Sat  
Volume: Cum + Alt A Sat  
Geometry: Cumulative Mit  
Impact Fee: Existing  
Trip Generation: Cum + Alt A Sat  
Trip Distribution: Default  
Paths: 2006 (Amador Bypass)  
Routes: Existing  
Configuration: Existing

Trip Generation Report

Forecast for Cum + Alt A Sat

Zone #	Subzone	Amount	Units	Rate		Trips		Trips		Total # of Trips Total
				In	Out	In	Out			
1	Ione Casino-	1.00	Ione Casino	411.00	404.00	411	404	411	404	815 100.0
	Zone 1 Subtotal					411	404	411	404	815 100.0

TOTAL ..... 411 404 815 100.0

Ione Casino  
 Cumulative Plus Alternative A Saturday - Mitigation  
 PM Peak Hour  
 Trip Distribution Report  
 Turning Movement Report  
 Cum + Alt A Sat

Zone	Percent Of Trips Default										
	1	2	3	4	5	6	7	8	9	10	11
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
	To Gates										
12	13	14	15	16	17	18	19	20	21	22	
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
	To Gates										
23	24	25	26								
1	0.1	0.8	1.4	1.6							

Ione Casino  
 Cumulative Plus Alternative A Saturday - Mitigation  
 PM Peak Hour  
 Turning Movement Report  
 Cum + Alt A Sat

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	30	0	0	0	0	0	30
Total	0	0	30	0	0	0	0	0	30
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	0	24	6	0	36
Total	6	0	0	0	0	24	6	0	36
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	20	4	0	28
Total	4	0	0	0	0	20	4	0	28
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	15	4	0	23
Total	4	0	0	0	0	15	4	0	23
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	15	0	0	15
Total	0	0	0	0	0	15	0	0	15
#6 SR-49 / Miller Way									
Base	24	258	0	0	190	8	2	0	517
Added	0	82	0	0	84	0	0	0	166
PassBy	0	-5	0	0	-6	0	0	0	-11
Total	24	335	0	0	268	8	2	0	672
#7 SR-49 / Main-Fiddletown									
Base	59	200	175	19	175	23	27	58	1167
Added	15	83	2	0	84	0	0	16	202
PassBy	0	-5	0	0	-6	0	0	0	-11
Total	74	278	177	19	253	23	27	74	1358
#8 SR-49 / Poplar									
Base	41	447	0	0	476	6	8	0	1031
Added	5	100	0	0	102	0	0	5	212
PassBy	0	-5	0	0	-6	0	0	0	-11
Total	46	542	0	0	572	6	8	5	1232

Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
<b>#9 SR-49 / Empire</b>									
Base	81	452	5	2	28	0	265	5	3
Added	11	105	0	0	11	0	0	0	0
PassBy	0	5	0	0	0	0	0	0	0
Total	92	552	5	2	28	0	276	5	3
<b>#10 SR-49 / SR-16</b>									
Base	417	0	166	0	0	228	259	276	343
Added	0	21	0	0	272	0	20	268	0
PassBy	0	0	0	0	0	-5	0	-6	0
Total	417	0	167	0	495	259	290	611	0
<b>#11 SR-49 / Main (DryTown)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	20	0	20	0	0	0	0	0	40
Total	20	0	20	0	0	0	0	0	40
<b>#12 SR-49 / Water-Amador Creek</b>									
Base	0	0	0	0	0	0	0	0	0
Added	8	0	0	0	0	0	8	0	0
Total	8	0	0	0	0	0	8	0	0
<b>#13 SR-49 / Gopher Flat</b>									
Base	0	0	0	0	0	0	0	0	0
Added	7	0	0	0	1	6	0	1	0
Total	7	0	0	0	1	6	0	1	0
<b>#14 SR-49 / Eureka</b>									
Base	0	0	0	0	0	0	0	0	0
Added	7	0	0	0	0	0	0	0	0
Total	7	0	0	0	0	0	0	0	0
<b>#15 SR-49 / Church</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	0	0	0	0	0
Total	0	7	0	0	0	0	0	0	0
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	11	0	0	11	5	0	0	0	0
Total	11	0	0	11	5	0	0	0	0
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>									
Base	0	0	0	0	0	0	0	0	0
Added	10	0	0	10	0	0	0	0	0
Total	10	0	0	10	0	0	0	0	0

Traffic 7.6.0715 (c) 2003 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE, C

Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
<b>#18 SR-49 / SR-88 (North)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	10	0	0	0	0	0
Total	0	0	0	10	0	0	0	0	0
<b>#19 SR-49 / Sutter</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	10	0	10	0	0	0	0	0
Total	0	10	0	10	0	0	0	0	0
<b>#20 SR-49 / Hoffman</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	9	0	9	0	0	0	0	0
Total	0	9	0	9	0	0	0	0	0
<b>#21 SR-49 / Main (Jackson)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	9	0	1	8	0	0	0	0
Total	0	9	0	1	8	0	0	0	0
<b>#22 SR-49 / SR-88 (South)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	8	0	7	0	0	0	0	0
Total	0	8	0	7	0	0	0	0	0
<b>#23 SR-16 / SR-124</b>									
Base	16	0	86	0	0	0	401	25	79
Added	0	0	126	0	0	0	146	0	124
PassBy	0	0	0	0	0	0	-5	0	0
Total	16	0	212	0	0	0	542	25	203
<b>#24 SR-16 / Latrobe (Amador)</b>									
Base	0	0	0	101	0	6	329	0	484
Added	0	0	0	0	0	0	146	0	143
PassBy	0	0	0	0	0	0	-5	0	0
Total	0	0	0	101	0	6	470	0	627
<b>#25 SR-104 (Preston) / SR-124 (North)</b>									
Base	171	248	106	32	226	22	28	33	100
Added	0	0	123	3	0	0	0	0	0
Total	171	248	229	35	226	22	28	33	100
<b>#26 SR-104 (Main) / SR-124 (Church)</b>									
Base	133	10	18	3	5	13	5	251	23
Added	121	0	0	0	0	0	0	1	119
Total	254	10	18	3	5	13	5	252	350

Traffic 7.6.0715 (c) 2003 Dowling Assoc. Licensed to TY LIN/ CCS, SAN JOSE, C



Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

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

#27 SR-104 / SR-88	0	0	0	0	0	0	0	0	0
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	0	0	0	6	0	193	129	482	0	0	456	3	1269
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	6	0	113	115	5	0	0	5	0	238
Total	0	0	0	6	0	306	244	487	0	0	461	3	1507

#29 SR-88 / SR-12 (North)	0	0	0	91	0	573	561	394	0	0	413	97	2129
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	91	0	95	97	0	0	0	413	97	2321
Total	0	0	0	91	0	668	658	394	0	0	413	97	2321

#30 SR-88 / SR-12 (South)	0	0	0	3	536	256	295	1	26	1	0	0	3	1821
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	3	63	26	26	0	0	0	0	0	0	179
Total	0	0	0	3	599	282	321	1	26	1	0	0	0	2000

#31 SR-88 / Kettleman	0	0	0	7	440	101	182	49	26	12	62	4	1441
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	7	440	101	182	49	26	12	62	4	1441
Total	0	0	0	7	495	109	190	49	26	12	62	4	1568

#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

Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

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

#36 SR-49 / Pleasant Valley	0	0	0	0	0	0	0	0	0	355	187	217	301	0	1536
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#37 SR-16 / Ione	0	0	0	6	0	0	0	0	0	353	123	7	463	0	1049
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	6	0	0	0	0	0	146	0	0	143	0	289
Total	0	0	0	6	0	0	0	0	0	-5	0	0	0	0	-5

#38 SR-16 / Murietta South Pkwy	0	0	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	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#39 SR-16 / Murietta Pkwy	0	0	0	134	169	65	43	162	190	242	551	145	58	546	37	2342
Base	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	134	169	65	43	162	190	242	551	145	58	546	37	2342
Total	0	0	0	134	169	65	43	162	190	242	691	145	58	688	37	2624

#40 SR-16 / Stone House	0	0	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	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#41 SR-16 / Latrobe (Sac)	0	0	0	13	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	0	0
Added	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0

#42 SR-16 / Dillard	0	0	0	137	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	0	0
Added	0	0	0	137	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	137	0	0	0	0	0	0	0	0	0	0	0

#43 SR-16 / Sloughhouse	0	0	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	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ione Casino  
 Cumulative Plus Alternative A Saturday - Mitigation  
 PM Peak Hour

Ione Casino  
 Cumulative Plus Alternative A Saturday - Mitigation  
 PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
<b>#44 SR-16 / Grant Line</b>													
Base	13	336	64	280	130	74	854	9	77	801	71	2769	
Added	0	0	14	0	0	0	128	0	14	126	0	282	
PassBy	0	0	0	0	0	0	-5	0	0	0	0	-5	
Total	13	336	78	280	130	74	977	9	91	927	71	3046	
<b>#45 SR-16 / Sunrise</b>													
Base	15	459	78	337	588	146	127	529	22	76	610	338	3325
Added	0	0	7	33	0	0	89	0	7	87	32	255	
PassBy	0	0	0	0	0	0	-5	0	0	0	0	-5	
Total	15	459	85	370	588	146	127	613	22	83	697	370	3575
<b>#46 SR-16 / Excelsior</b>													
Base	50	74	62	43	122	158	144	563	92	46	697	17	2068
Added	0	0	4	2	0	0	83	0	4	82	2	177	
PassBy	0	0	0	0	0	0	-5	0	0	0	0	-5	
Total	50	74	66	45	122	158	144	641	92	50	779	19	2240
<b>#47 SR-16 / Bradshaw</b>													
Base	108	710	63	386	920	227	268	388	107	80	490	350	4097
Added	0	0	4	11	0	0	69	0	4	68	11	167	
PassBy	0	0	0	0	0	0	-5	0	0	0	0	-5	
Total	108	710	67	397	920	227	268	452	107	84	558	361	4259

Intersection	Base		Future		Change in
	Del/V	LOS	Del/V	LOS	
# 7 SR-49 / Main-Fiddletown	18.2	0.580	20.8	0.656	+ 2.609 D/V
# 9 SR-49 / Empire	11.7	0.557	14.2	0.651	+ 2.534 D/V
# 10 SR-49 / SR-16	24.7	0.773	32.5	0.912	+ 7.838 D/V
# 23 SR-16 / SR-124	9.3	0.525	10.2	0.633	+ 0.910 D/V
# 24 SR-16 / Latrobe (Amador)	8.0	0.558	8.5	0.653	+ 0.502 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	18.9	0.566	25.9	0.788	+ 7.058 D/V
# 26 SR-104 (Main) / SR-124 (Church)	5.3	0.534	10.1	0.762	+ 4.848 D/V
#101 SR-49 / Project Access	2.0	0.607	16.3	0.814	+14.364 D/V
#174 SR-49 / Project Service Access	1.1	0.574	7.6	0.791	+ 6.541 D/V

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total			
	Left	Right	Left	Right	Left	Right	Left	Right				
<b>#101 SR-49 / Project Access</b>												
Base	0	538	0	0	0	0	0	0	0	1332		
Added	0	0	176	118	0	0	173	0	116	583		
PassBy	0	-5	0	-6	0	0	0	0	0	-11		
Total	0	533	176	118	788	0	0	173	0	116	1904	
<b>#174 SR-49 / Project Service Access</b>												
Base	0	538	0	0	0	0	0	0	0	1332		
Added	0	176	117	0	173	0	0	115	0	581		
PassBy	0	-2	0	-6	0	0	0	0	0	-8		
Total	0	712	117	0	961	0	0	115	0	0	1905	
<b>#176 Internal Project Intersection</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	
Added	0	0	117	0	0	0	294	0	115	289	0	815
Total	0	0	117	0	0	0	294	0	115	289	0	815

Ione Casino  
Cumulative Plus Alternative A 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): 50 Critical Vol./Cap. (X): 0.656  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.8  
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 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 0 1 0 1 0 0 1 0 0 1 0

Volume Module:  
Base Vol: 59 200 175 19 175 23 27 58 45 242 122 22  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 59 200 175 19 175 23 27 58 45 242 122 22  
Added Vol: 15 83 2 0 0 -6 0 0 0 16 2 0 0 0  
PasserbyVol: 0 -5 0 0 -6 0 0 0 0 0 0 0 0  
Initial Fut: 74 278 177 19 253 23 27 58 61 244 122 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
PHF Volume: 75 283 180 19 258 23 28 59 62 249 124 22  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 75 283 180 19 258 23 28 59 62 249 124 22

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.88 0.87 0.87 0.88 0.91 0.91 0.95 0.92 0.92 0.95 0.98 0.98  
Lanes: 1.00 0.61 0.39 1.00 0.92 0.08 1.00 0.49 0.51 1.00 0.85 0.15  
Final Sat.: 1671 1013 645 1671 1593 145 1805 855 899 1805 1573 284

Capacity Analysis Module:  
Vol/Sat: 0.05 0.28 0.28 0.01 0.16 0.16 0.02 0.07 0.07 0.14 0.08 0.08  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.06 0.38 0.38 0.38 0.10 0.14 0.14 0.18 0.23 0.23  
Volume/Cap: 0.75 0.75 0.75 0.19 0.43 0.43 0.16 0.49 0.49 0.75 0.35 0.35  
Delay/Veh: 50.0 18.5 18.5 23.3 12.1 12.1 21.1 21.4 21.4 28.1 16.7 16.7  
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: 50.0 18.5 18.5 23.3 12.1 12.1 21.1 21.4 21.4 28.1 16.7 16.7  
HCM2kVeg: 3 8 8 4 4 1 2 6 2 6 2 2

Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

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

Cycle (sec): 35 Critical Vol./Cap. (X): 0.651  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 14.2  
Optimal Cycle: 36 Level of Service: B

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

Control: Protected Protected Protected Protected  
Rights: 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 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
Base Vol: 81 452 5 2 524 16 28 0 265 5 3 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 81 452 5 2 524 16 28 0 265 5 3 0  
Added Vol: 11 105 0 0 106 0 0 0 11 0 0 0  
PasserbyVol: 0 -5 0 0 -6 0 0 0 0 0 0 0  
Initial Fut: 92 552 5 2 624 16 28 0 276 5 3 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 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: 101 609 6 2 688 18 31 0 304 6 3 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 101 609 6 2 688 18 31 0 304 6 3 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.88 0.93 0.93 0.88 0.92 0.92 0.80 1.00 0.85 0.80 0.80 1.00  
Lanes: 1.00 0.99 0.01 1.00 0.98 0.02 1.00 0.00 1.00 0.62 0.38 0.00  
Final Sat.: 1671 1742 16 1671 1709 44 1520 0 1615 952 571 0

Capacity Analysis Module:  
Vol/Sat: 0.06 0.35 0.35 0.00 0.40 0.40 0.02 0.00 0.19 0.01 0.01 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.09 0.51 0.51 0.09 0.51 0.51 0.14 0.00 0.23 0.14 0.14 0.00  
Volume/Cap: 0.71 0.68 0.68 0.02 0.78 0.78 0.14 0.00 0.82 0.04 0.04 0.00  
Delay/Veh: 30.6 8.5 8.5 14.7 11.4 11.4 13.4 0.0 26.8 13.0 13.0 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: 30.6 8.5 8.5 14.7 11.4 11.4 13.4 0.0 26.8 13.0 13.0 0.0  
HCM2kVeg: 3 6 6 0 9 10 0 0 6 0 0 0

Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

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

Intersection #29 SR-88 / SR-12 (North)  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.859  
 Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 23.0  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L-T-R L-T-R L-T-R L-T-R L-T-R  
 Control: Permitted Include Permitted Protected Protected  
 Rights: 0 0 0 0 5 0 0 5 3 7 0 0 0 0 0 0 0 0 0 0  
 Min. Green: 0 0 0 0 1 0 0 0 1 1 0 1 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  
 Volume Module:  
 Base Vol: 0 0 0 91 0 573 561 394 0 0 413 97  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 91 0 573 561 394 0 0 413 97  
 Added Vol: 0 0 0 0 0 0 95 97 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 91 0 668 658 394 0 0 413 97  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 91 0 668 658 394 0 0 413 97  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced vol: 0 0 0 91 0 668 658 394 0 0 413 97  
 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 0 91 0 668 658 394 0 0 413 97

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.81 0.19  
 Final Sat.: 0 0 0 1408 0 1495 1736 1828 0 0 1442 339

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.45 0.38 0.22 0.00 0.00 0.29 0.29  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.08 0.00 0.52 0.44 0.77 0.00 0.00 0.33 0.33  
 Volume/Cap: 0.00 0.00 0.00 0.76 0.00 0.86 0.87 0.28 0.00 0.00 0.87 0.87  
 Delay/Veh: 0.0 0.0 0.0 50.9 0.0 22.0 25.8 2.2 0.0 0.0 31.9 31.9  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 50.9 0.0 22.0 25.8 2.2 0.0 0.0 31.9 31.9  
 HCM2KAVg: 0 0 0 0 0 14 15 2 0 0 0 12 12

Ione Casino  
Cumulative Plus Alternative A 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): 30 Critical Vol./Cap. (X): 0.694  
 Loss Time (sec): 6 (V+R = 4 sec) Average Delay (sec/veh): 8.4  
 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 Include Permitted Protected Protected  
 Rights: 5 5 5 5 5 5 5 5 5 5 5 5 5 5  
 Min. Green: 1 0 0 1 0 0 0 1 1 0 0 0 0 0 1 0 0 0  
 Lanes: 1 0 0 1 0 0 0 1 1 0 0 0 0 0 1 0 0 0  
 Volume Module:  
 Base Vol: 133 10 18 3 5 13 5 251 231 23 306 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 133 10 18 3 5 13 5 251 231 23 306 2  
 Added Vol: 0 0 0 0 0 0 0 1 119 0 1 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 254 10 18 3 5 13 5 252 350 23 307 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: 254 10 18 3 5 13 5 252 350 23 307 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced vol: 254 10 18 3 5 13 5 252 350 23 307 2  
 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.: 254 10 18 3 5 13 5 252 350 23 307 2

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.71 0.86 0.86 0.84 0.84 0.87 0.87 0.87 0.90 0.90 0.90  
 Lanes: 1.00 0.36 0.64 0.14 0.24 0.62 0.01 0.41 0.58 0.07 0.92 0.01  
 Final Sat.: 1358 584 1051 229 381 992 14 684 950 118 1577 10

Capacity Analysis Module:  
 Vol/Sat: 0.19 0.02 0.02 0.01 0.01 0.37 0.37 0.37 0.19 0.19 0.19  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.27 0.27 0.27 0.27 0.27 0.53 0.53 0.53 0.53 0.53 0.53  
 Volume/Cap: 0.27 0.06 0.06 0.05 0.05 0.05 0.69 0.69 0.69 0.37 0.37  
 Delay/Veh: 15.6 8.2 8.2 8.2 8.2 8.2 7.7 7.7 7.7 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  
 AdjDel/Veh: 15.6 8.2 8.2 8.2 8.2 8.2 7.7 7.7 7.7 4.4 4.4  
 HCM2KAVg: 5 0 0 0 0 6 6 6 2 2 2

Ione Casino  
 Cumulative Plus Alternative A Saturday - Mitigation  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #1 SR-88 / SR-12 (South)  
 Cycle (sec): 85 Critical Vol./Cap. (X): 0.672  
 Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 20.9  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 26 673 1 3 536 256 295 1 26 1 0 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 26 673 1 3 536 256 295 1 26 1 0 3  
 Added Vol: 0 64 0 0 63 26 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 26 737 1 3 599 282 321 1 26 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: 26 737 1 3 599 282 321 1 26 1 0 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 26 737 1 3 599 282 321 1 26 1 0 3  
 FCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 26 737 1 3 599 282 321 1 26 1 0 3

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.82 0.82 0.85 1.00 0.85  
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.04 0.96 0.25 0.00 0.75  
 Final Sat.: 1805 1897 3 1702 1792 1523 1736 58 1507 406 0 1218

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.39 0.39 0.00 0.33 0.19 0.18 0.02 0.02 0.00 0.00 0.00  
 Crit Moves: 0.04 0.50 0.50 0.04 0.50 0.74 0.24 0.24 0.24 0.08 0.00 0.08  
 Green/Cycle: 0.41 0.77 0.77 0.05 0.67 0.25 0.77 0.07 0.07 0.03 0.00 0.03  
 Volume/Cap: 44.4 21.2 21.2 40.0 17.7 3.6 39.0 25.1 25.1 36.0 0.0 36.0  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 44.4 21.2 21.2 40.0 17.7 3.6 39.0 25.1 25.1 36.0 0.0 36.0  
 AdjDel/Veh: 1 17 0 12 2 10 1 1 1 0 0 0  
 HCM2KAVG: 1 17 0 12 2 10 1 1 1 0 0 0

Ione Casino  
 Cumulative Plus Alternative A Saturday - Mitigation  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #30 SR-88 / SR-12 (South)  
 Cycle (sec): 85 Critical Vol./Cap. (X): 0.672  
 Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 20.9  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 26 673 1 3 536 256 295 1 26 1 0 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 26 673 1 3 536 256 295 1 26 1 0 3  
 Added Vol: 0 64 0 0 63 26 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 26 737 1 3 599 282 321 1 26 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: 26 737 1 3 599 282 321 1 26 1 0 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 26 737 1 3 599 282 321 1 26 1 0 3  
 FCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 26 737 1 3 599 282 321 1 26 1 0 3

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.82 0.82 0.85 1.00 0.85  
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.04 0.96 0.25 0.00 0.75  
 Final Sat.: 1805 1897 3 1702 1792 1523 1736 58 1507 406 0 1218

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.39 0.39 0.00 0.33 0.19 0.18 0.02 0.02 0.00 0.00 0.00  
 Crit Moves: 0.04 0.50 0.50 0.04 0.50 0.74 0.24 0.24 0.24 0.08 0.00 0.08  
 Green/Cycle: 0.41 0.77 0.77 0.05 0.67 0.25 0.77 0.07 0.07 0.03 0.00 0.03  
 Volume/Cap: 44.4 21.2 21.2 40.0 17.7 3.6 39.0 25.1 25.1 36.0 0.0 36.0  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 44.4 21.2 21.2 40.0 17.7 3.6 39.0 25.1 25.1 36.0 0.0 36.0  
 AdjDel/Veh: 1 17 0 12 2 10 1 1 1 0 0 0  
 HCM2KAVG: 1 17 0 12 2 10 1 1 1 0 0 0

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #40 SR-16 / Stone House  
Cycle (sec): 70 Critical Vol./Cap. (X): 0.758  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.1  
Optimal Cycle:OPTIMIZED Level Of Service: B  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Ovl Include  
Min. Green: 0 0 0 0 5 0 0 1 1 0 1 0 0 0 0 1 0  
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 0 125 0 81 41 819 0 0 781 84  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 125 0 81 41 819 0 0 781 84  
Added Vol: 0 0 0 0 0 0 0 145 0 0 142 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 125 0 81 41 959 0 0 923 84  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 125 0 81 41 959 0 0 923 84  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 125 0 81 41 959 0 0 923 84  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 0 0 0 125 0 81 41 959 0 0 923 84

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 1.00 1.00 1.00 0.85 0.92 0.97 1.00 1.00 0.96 0.96  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.92 0.08  
Final Sat.: 0 0 0 1461 0 1615 1753 1845 0 0 1672 152  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.05 0.02 0.52 0.00 0.00 0.55 0.55  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.00 0.11 0.00 0.15 0.04 0.76 0.00 0.00 0.72 0.72  
Volume/Cap: 0.00 0.00 0.00 0.77 0.00 0.33 0.55 0.68 0.00 0.00 0.77 0.77  
Delay/Veh: 0.0 0.0 0.0 50.0 0.0 27.1 41.0 5.6 0.0 0.0 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: 0.0 0.0 0.0 50.0 0.0 27.1 41.0 5.6 0.0 0.0 9.1 9.1  
HC2XKv9: 0 0 0 5 0 2 11 0 0 0 15 15

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #36 SR-49 / Pleasant Valley  
Cycle (sec): 45 Critical Vol./Cap. (X): 0.784  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.4  
Optimal Cycle:OPTIMIZED Level Of Service: B  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Ovl Include  
Min. Green: 5 0 0 5 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 1 0 1 0 1 0 0  
Volume Module:  
Base Vol: 203 0 273 0 0 0 0 355 187 217 301 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 203 0 273 0 0 0 0 355 187 217 301 0  
Added Vol: 17 0 65 0 0 0 0 0 17 66 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 220 0 338 0 0 0 0 355 204 283 301 0  
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: 220 0 338 0 0 0 0 355 204 283 301 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 220 0 338 0 0 0 0 355 204 283 301 0  
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.: 220 0 338 0 0 0 0 355 204 283 301 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.72 1.00 0.79 1.00 1.00 1.00 0.95 0.95 0.95 1.00 1.00  
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.64 0.36 1.00 1.00 0.00  
Final Sat.: 1366 0 1510 0 0 0 0 1147 659 1805 1900 0  
Capacity Analysis Module:  
Vol/Sat: 0.16 0.00 0.22 0.00 0.00 0.00 0.31 0.31 0.16 0.16 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.21 0.00 0.41 0.00 0.00 0.00 0.39 0.39 0.20 0.59 0.00  
Volume/Cap: 0.78 0.00 0.55 0.00 0.00 0.00 0.78 0.78 0.78 0.27 0.00  
Delay/Veh: 30.4 0.0 11.3 0.0 0.0 0.0 17.6 17.6 27.8 4.5 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 30.4 0.0 11.3 0.0 0.0 0.0 17.6 17.6 27.8 4.5 0.0  
HC2XKv9: 6 0 4 0 0 0 9 5 6 2 0

Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

Level of Service Computation Report  
\*\*\*\*\* 2000 HCM Unsignalized Method (Future Volume Alternative) \*\*\*\*\*  
Intersection #41 SR-16 / Latrobe (SAC)  
Average Delay (sec/veh): 1.6 Worst Case Level of Service: F(158.1)  
Optimal Cycle:OPTIMIZED  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0 1 0  
Volume Module:  
Base Vol: 13 0 2 2 0 24 20 876 7 6 908 6  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 13 0 2 2 0 24 20 876 7 6 908 6  
Added Vol: 0 0 0 0 0 0 0 145 0 0 142 0  
PasserByVol: 0 0 0 0 0 0 0 0 -5 0 0 0 0  
Initial Fut: 13 0 2 2 0 24 20 1016 7 6 1050 6  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 13 0 2 2 0 24 20 1016 7 6 1050 6  
Final Vol.: 13 0 2 2 0 24 20 1016 7 6 1050 6  
Critical Gap Module:  
Critical Gap: 7.1 xxxx 6.2 7.1 xxxx 6.2 4.1 xxxx xxxxx 4.1 xxxx xxxxx  
Followup: 3.5 xxxx 3.3 3.5 xxxx 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx  
Capacity Module:  
Conflict Vol: 2126 xxxxx 1053 1056 xxxxx xxxxx 1023 xxxxx xxxxx  
Potential Cap: 36 xxxxx 290 37 xxxxx 277 656 xxxxx xxxxx 675 xxxxx xxxxx  
Move Cap: 32 xxxxx 290 35 xxxxx 277 656 xxxxx xxxxx 675 xxxxx xxxxx  
Volume/Cap: 0.41 xxxxx 0.01 0.06 xxxxx 0.09 0.03 xxxxx xxxxx 0.01 xxxxx xxxxx  
Level of Service Module:  
Queue: xxxxx xxxxx 0.0 xxxxx xxxxx 0.3 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx  
Stopped Del:xxx xx 17.5 xxxxx xxxxx 19.2 10.7 xxxxx xxxxx 10.4 xxxxx xxxxx  
LOS by Move: \* \* \* \* \* C \* \* \* \* \* B \* \* \* \* \* B \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap: 32 xxxxx xxxxx 35 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared Queue: 1.3 xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: F \* \* \* \* \* F \* \* \* \* \* F \* \* \* \* \* F \* \* \* \* \*  
ApproachDel: 158.1 F D 26.4 xxxxxx xxxxxx  
ApproachLOS: F F

Ione Casino  
Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

Level of Service Computation Report  
\*\*\*\*\* 2000 HCM Unsignalized Method (Future Volume Alternative) \*\*\*\*\*  
Intersection #42 SR-16 / Dillard  
Cycle (sec): 75 Critical Vol./Cap. (X): 0.848  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.4  
Optimal Cycle:OPTIMIZED  
\*\*\*\*\*  
Approach: 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: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0 0 0  
Volume Module:  
Base Vol: 137 0 87 0 0 0 0 0 0 811 133 96 834 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 137 0 87 0 0 0 0 0 0 811 133 96 834 0  
Added Vol: 0 0 2 0 0 0 0 0 0 143 0 2 140 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 -5 0 0 0 0  
Initial Fut: 137 0 89 0 0 0 0 0 0 949 133 98 974 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 137 0 89 0 0 0 0 0 0 949 133 98 974 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduct Vol: 137 0 89 0 0 0 0 0 0 949 133 98 974 0  
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 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 137 0 89 0 0 0 0 0 0 949 133 98 974 0  
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00  
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.88 0.12 1.00 0.00 0.00  
Final Sat.: 1461 0 1615 0 0 0 0 0 1591 223 1753 1845 0  
Capacity Analysis Module:  
Vol/Sat: 0.09 0.00 0.06 0.00 0.00 0.00 0.00 0.60 0.60 0.06 0.53 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.11 0.00 0.18 0.00 0.00 0.00 0.00 0.70 0.70 0.07 0.77 0.00  
Volume/Cap: 0.85 0.00 0.31 0.00 0.00 0.00 0.00 0.85 0.85 0.85 0.69 0.00  
Delay/Vol: 64.8 0.0 27.5 0.0 0.0 0.0 0.0 13.7 13.7 75.8 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 1.00  
AdjDel/Veh: 64.8 0.0 27.5 0.0 0.0 0.0 0.0 13.7 13.7 75.8 5.6 0.0  
HCMRAVG: 7 0 2 0 0 0 0 21 21 5 12 0  
\*\*\*\*\*

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 SR-16 / Sloughhouse

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C( 22.7)

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Uncontrolled Uncontrolled
Rights: 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: 0 0 55 0 0 0 0 0 0 0 963 10 45 916 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 55 0 0 0 0 0 0 0 963 10 45 916 0
Added Vol: 0 0 0 0 0 0 0 0 143 0 0 140 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1.00 1.00 1.00 1.00 1.00 1.00 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 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 55 0 0 0 0 0 0 0 1101 10 45 1056 0
Final Vol: 0 0 55 0 0 0 0 0 0 0 1101 10 45 1056 0
Critical Gap Module:
Critical Gp:xxxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxxx
FollowUpTIm:xxxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1111 xxxxx xxxxxx
Potent Cap.: xxxxx xxxxx 258 xxxxx xxxxx xxxxx xxxxx xxxxx 625 xxxxx xxxxxx
Move Cap.: xxxxx xxxxx 258 xxxxx xxxxx xxxxx xxxxx xxxxx 625 xxxxx xxxxxx
Volume/Cap.: xxxxx xxxxx 0.21 xxxxx xxxxx xxxxx xxxxx xxxxx 0.07 xxxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxxx
Stopped Del:xxxxxxx xxxxx 22.7 xxxxx xxxxx xxxxx xxxxx xxxxx 11.2 xxxxx xxxxxx
LOS by Move: \* \* \* C \* \* \* B \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachDel: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*
ApproachLOS: C

2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 SR-16 / Grant Lane

Cycle (sec): 40 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.9
Optimal Cycle:OPRIMIZED Level Of Service: B

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

Volume Module:
Base Vol: 13 336 64 60 280 130 74 854 9 77 801 71
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 13 336 64 60 280 130 74 854 9 77 801 71
Added Vol: 0 0 14 0 0 0 0 128 0 14 126 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 1.00 1.00 1.00 1.00 1.00 1.00 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 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 13 336 78 60 280 130 74 977 9 91 927 71
Final Vol.: 13 336 78 60 280 130 74 977 9 91 927 71
Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 13 336 78 60 280 130 74 977 9 91 927 71

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 0.92 0.92 0.95 0.90 0.90 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Final Sat.: 1805 2848 661 1805 2347 1090 1753 3470 32 1753 3220 247
Capacity Analysis Module:
Vol/Sat: 0.01 0.12 0.12 0.03 0.12 0.12 0.04 0.28 0.28 0.05 0.29 0.29
Crit Moves: \* \* \* \* \*
Green/Cycle: 0.08 0.17 0.17 0.08 0.17 0.17 0.08 0.38 0.38 0.08 0.38 0.38
Volume/Cap.: 0.10 0.67 0.67 0.44 0.68 0.68 0.56 0.75 0.75 0.59 0.77 0.77
Delay/Veh: 17.5 18.4 18.4 20.0 18.7 18.7 23.4 13.3 13.3 32.7 13.8 13.8
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: 17.5 18.4 18.4 20.0 18.7 18.7 23.4 13.3 13.3 32.7 13.8 13.8
HC2delAvg: 0 4 4 1 4 4 2 7 7 3 8 8



Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 45 Critical Vol./Cap. (X): 0.735  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.7  
 Optimal Cycle:OPTIMIZED Level of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected Protected  
 Rights: Include Ovl Ovl Ovl Ovl  
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 1 0 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 15 459 78 337 588 146 127 529 22 76 610 338  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 15 459 78 337 588 146 127 529 22 76 610 338  
 Added Vol: 0 0 7 33 0 0 0 89 0 7 87 32  
 PasserByVol: 0 0 0 0 0 0 0 -5 0 0 0 0  
 Initial Fut: 15 459 85 370 588 146 127 613 22 83 697 370  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 15 459 85 370 588 146 127 613 22 83 697 370  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 459 85 370 588 146 127 613 22 83 697 370  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 15 459 85 370 588 146 127 613 22 83 697 370  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.92 0.95 0.85 0.90 0.90 0.80 0.80 0.90 0.80  
 Lanes: 1.00 1.69 0.31 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1805 2976 551 3502 3610 1615 1702 3404 1523 1702 3404 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.15 0.15 0.11 0.16 0.09 0.07 0.18 0.01 0.05 0.20 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.07 0.21 0.21 0.14 0.29 0.39 0.10 0.31 0.38 0.07 0.28 0.42  
 Volume/Cap: 0.12 0.74 0.74 0.74 0.57 0.23 0.74 0.57 0.04 0.73 0.74 0.58  
 Delay/Veh: 20.2 20.5 20.5 24.0 14.4 9.4 34.8 13.7 8.8 42.0 17.8 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: 20.2 20.5 20.5 24.0 14.4 9.4 34.8 13.7 8.8 42.0 17.8 11.2  
 HCMRAvg: 0 6 6 5 4 2 4 5 0 3 6 5

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #46 SR-16 / Excelsior  
 Cycle (sec): 35 Critical Vol./Cap. (X): 0.694  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.5  
 Optimal Cycle:OPTIMIZED Level of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 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 0 0 1 0 1 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol: 50 74 62 43 122 158 144 563 92 46 697 17  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 50 74 62 43 122 158 144 563 92 46 697 17  
 Added Vol: 0 0 4 2 0 0 0 83 0 4 82 2  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 50 74 66 45 122 158 144 641 92 50 779 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: 50 74 66 45 122 158 144 641 92 50 779 19  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 50 74 66 45 122 158 144 641 92 50 779 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.: 50 74 66 45 122 158 144 641 92 50 779 19  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.83 0.83 0.83 0.87 0.87 0.87 0.87 0.88 0.88 0.90 0.89 0.89  
 Lanes: 0.26 0.39 0.35 0.14 0.37 0.49 1.00 1.75 0.25 1.00 1.95 0.05  
 Final Sat.: 414 612 546 230 624 808 1702 2920 419 1702 3310 81  
 Capacity Analysis Module:  
 Vol/Sat: 0.12 0.12 0.12 0.20 0.20 0.20 0.08 0.22 0.22 0.03 0.24 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.28 0.28 0.28 0.28 0.28 0.28 0.12 0.38 0.38 0.09 0.34 0.34  
 Volume/Cap: 0.43 0.43 0.43 0.69 0.69 0.69 0.49 0.58 0.58 0.34 0.69 0.69  
 Delay/Veh: 10.9 10.9 10.9 15.7 15.7 15.7 24.5 9.5 9.5 16.5 11.9 11.9  
 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: 10.9 10.9 10.9 15.7 15.7 15.7 24.5 9.5 9.5 16.5 11.9 11.9  
 HCMRAvg: 2 2 2 5 5 5 3 4 4 1 5 5

Cumulative Plus Alternative A Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #47 SR-16 / Bradshaw  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.859  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.0  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Ovl Ovl Ovl Ovl  
 Min. Green: 2 0 1 0 2 0 2 0 1 3 7 7 3 7 7 3 7 7  
 Lanes: 2 0 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 108 710 63 386 920 227 268 388 107 80 490 350  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 108 710 63 386 920 227 268 388 107 80 490 350  
 Added Vol: 0 0 4 11 0 0 0 0 69 0 4 68 11  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 108 710 67 397 920 227 268 452 107 84 558 361  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 108 710 67 397 920 227 268 452 107 84 558 361  
 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.: 108 710 67 397 920 227 268 452 107 84 558 361  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.84 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 2.00 1.83 0.17 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3502 3256 307 3502 3610 1615 1702 3404 1523 1702 3404 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.22 0.22 0.11 0.25 0.14 0.16 0.13 0.07 0.05 0.16 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.06 0.25 0.25 0.13 0.33 0.51 0.18 0.26 0.32 0.11 0.19 0.32  
 Volume/Cap: 0.51 0.86 0.86 0.86 0.78 0.28 0.86 0.51 0.22 0.44 0.86 0.73  
 Delay/Veh: 25.0 26.1 26.1 36.1 18.7 7.2 40.3 16.2 12.6 22.3 30.7 20.7  
 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: 25.0 26.1 26.1 36.1 18.7 7.2 40.3 16.2 12.6 22.3 30.7 20.7  
 HCM2KAVG: 2 9 9 6 9 2 8 4 1 2 7 7

Cumulative Plus Alternative A 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): 50 Critical Vol./Cap. (X): 0.739  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.2  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 5 0 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: 0 538 0 0 794 0 0 794 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  
 Initial Bse: 0 538 0 0 794 0 0 794 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 0 176 118 0 0 0 0 0 0 0 0 0 0 173 0 116  
 PasserbyVol: 0 -5 0 0 -6 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 533 176 118 788 0 0 0 0 0 0 0 0 0 173 0 116  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 533 176 118 788 0 0 0 0 0 0 0 0 0 173 0 116  
 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 533 176 118 788 0 0 0 0 0 0 0 0 0 173 0 116  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 0.90 0.90 0.88 0.93 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.75 0.25 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Final Sat.: 0 1279 422 1671 1759 0 0 0 0 0 1461 0 1615  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.42 0.42 0.07 0.45 0.00 0.00 0.00 0.00 0.12 0.00 0.07  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.56 0.56 0.10 0.66 0.00 0.00 0.00 0.00 0.16 0.00 0.26  
 Volume/Cap: 0.00 0.74 0.74 0.74 0.68 0.00 0.00 0.00 0.00 0.74 0.00 0.28  
 Delay/Veh: 0.0 11.2 11.2 38.6 6.9 0.0 0.0 0.0 0.0 31.7 0.0 15.3  
 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 11.2 11.2 38.6 6.9 0.0 0.0 0.0 0.0 31.7 0.0 15.3  
 HCM2KAVG: 0 10 10 4 9 0 0 0 0 5 0 2

## **APPENDIX W**

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### **Intersection Operations Calculations Cumulative Plus Alternative B Condition**



Ione Casino  
 Cumulative Plus Alternative B Friday  
 PM Peak Hour

Scenario Report

Cum Plus Alt B Fri  
 Command: Cum Plus Alt B Fri  
 Volume: Cum Plus Alt B Fri  
 Geometry: Cumulative  
 Impact Fee: Existing  
 Trip Generation: Cum Plus Alt B Fri  
 Trip Distribution: Default  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

Ione Casino  
 Cumulative Plus Alternative B Friday  
 PM Peak Hour

Trip Generation Report

Forecast for Cum Plus Alt B Fri

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	267	245	512 100.0
	Zone 1 Subtotal					267	245	267	245	512 100.0

TOTAL ..... 267 245 512 100.0

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Trip Distribution Report

Percent Of Trips Default		To Gates										
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  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Turning Movement Report

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
<b>#1 Latrobe / Old Sacramento</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	19	0	0	0	0	0	18
Total	0	0	19	0	0	0	0	0	18
<b>#2 Main / Sherwood</b>									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	16	4	0	14	37
Total	3	0	0	0	16	4	0	14	37
<b>#3 Main / Empire</b>									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	13	3	0	12	31
Total	3	0	0	0	13	3	0	12	31
<b>#4 Main / Poplar</b>									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	10	3	0	9	25
Total	3	0	0	0	10	3	0	9	25
<b>#5 Main / Mill</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	10	0	0	9	19
Total	0	0	0	0	10	0	0	9	19
<b>#6 SR-49 / Miller Way</b>									
Base	51	236	0	0	180	8	6	0	503
Added	0	50	0	0	0	0	0	0	104
PassBy	0	-3	0	0	-4	0	0	0	-7
Total	51	283	0	0	230	8	6	0	600
<b>#7 SR-49 / Main-Fiddletown</b>									
Base	72	219	349	22	154	27	20	94	1286
Added	9	50	1	0	55	0	0	10	126
PassBy	0	-3	0	0	-4	0	0	0	-7
Total	81	266	350	22	205	27	20	94	1405
<b>#8 SR-49 / Poplar</b>									
Base	53	686	0	0	395	9	9	0	1211
Added	3	61	0	0	66	0	0	3	133
PassBy	0	-3	0	0	-4	0	0	0	-7
Total	56	744	0	0	457	9	9	0	1337

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Volume Type	Northbound			Eastbound			Westbound			Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
<b>#9 SR-49 / Empire</b>													
Base	172	697	8	5	480	9	14	2	137	2	9	3	1538
Added	7	63	0	0	69	0	0	0	7	0	0	0	146
Passby	0	-3	0	0	-4	0	0	0	0	0	0	0	-7
Total	179	757	8	5	545	9	14	2	144	2	9	3	1677
<b>#10 SR-49 / SR-16</b>													
Base	307	0	133	0	0	0	0	484	526	230	335	0	2015
Added	0	14	0	0	0	0	0	177	0	12	162	0	365
Passby	0	0	0	0	0	0	0	-3	0	-4	0	0	-7
Total	307	14	133	0	0	0	0	658	526	238	497	0	2373
<b>#11 SR-49 / Main (Drytown)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	13	0	0	12	0	0	0	0	0	0	0	25
Total	0	13	0	0	12	0	0	0	0	0	0	0	25
<b>#12 SR-49 / Water-Amador Creek</b>													
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
<b>#13 SR-49 / Gopher Flat</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	0	0	4	0	0	0	8
Total	4	0	0	0	0	0	0	0	4	0	0	0	8
<b>#14 SR-49 / Eureka</b>													
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
<b>#15 SR-49 / Church</b>													
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
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	6	3	3	0	0	0	0	0	19
Total	0	7	0	0	6	3	3	0	0	0	0	0	19
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	0	6	0	0	0	0	0	0	0	13
Total	0	7	0	0	6	0	0	0	0	0	0	0	13

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Volume Type	Northbound			Eastbound			Westbound			Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
<b>#18 SR-49 / SR-88 (North)</b>													
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	7
Total	0	0	0	6	0	0	0	0	0	0	0	0	7
<b>#19 SR-49 / Sutter</b>													
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
<b>#20 SR-49 / Hoffman</b>													
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
<b>#21 SR-49 / Main (Jackson)</b>													
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
<b>#22 SR-49 / SR-88 (South)</b>													
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
<b>#23 SR-16 / SR-124</b>													
Base	14	0	202	0	0	0	0	0	808	27	75	567	1693
Added	0	0	82	0	0	0	0	0	95	0	75	87	319
Passby	0	0	0	0	0	0	0	0	-3	0	0	0	-3
Total	14	0	284	0	0	0	0	0	900	27	150	654	2029
<b>#24 SR-16 / Latrobe (Amador)</b>													
Base	0	0	0	0	197	0	8	6	616	0	0	398	1358
Added	0	0	0	0	0	0	0	0	95	0	0	87	182
Passby	0	0	0	0	0	0	0	0	-3	0	0	0	-3
Total	0	0	0	0	197	0	8	6	708	0	0	485	1537
<b>#25 SR-104 (Preston) / SR-124 (North)</b>													
Base	160	288	205	51	313	47	36	28	115	152	25	33	1453
Added	0	0	80	2	0	0	0	0	0	73	0	2	157
Total	160	288	285	53	313	47	36	28	115	225	25	35	1610
<b>#26 SR-104 (Main) / SR-124 (Church)</b>													
Base	242	10	18	3	11	24	51	285	295	5	212	5	1161
Added	79	0	0	0	0	0	0	1	72	0	1	0	153
Total	321	10	18	3	11	24	51	286	367	5	213	5	1314

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
<b>#36 SR-49 / Pleasant Valley</b>									
Base	155	0	250	0	0	0	604	281	1995
Added	10	0	39	0	0	0	0	11	103
Total	165	0	289	0	0	0	604	292	2098
<b>#37 SR-16 / Ione</b>									
Base	78	0	1	0	0	0	652	190	1307
Added	0	0	0	0	0	0	95	0	182
PassBy	0	0	0	0	0	0	-3	0	-3
Total	78	0	1	0	0	0	744	190	1486
<b>#38 SR-16 / Murietta South Pkwy</b>									
Base	0	0	2	11	3	126	208	834	1643
Added	0	0	0	0	0	0	94	0	180
PassBy	0	0	0	0	0	0	-3	0	-3
Total	0	0	2	11	3	126	208	925	1820
<b>#39 SR-16 / Murietta Pkwy</b>									
Base	147	195	55	55	114	177	212	938	2641
Added	0	0	0	0	0	0	94	0	180
PassBy	0	0	0	0	0	0	-3	0	-3
Total	147	195	55	55	114	177	212	1029	2818
<b>#40 SR-16 / Stone House</b>									
Base	0	0	0	129	0	36	85	1205	2246
Added	0	0	0	0	0	0	94	0	180
PassBy	0	0	0	0	0	0	-3	0	-3
Total	0	0	0	129	0	36	85	1296	2423
<b>#41 SR-16 / Latrobe (Sac)</b>									
Base	9	0	4	9	0	47	60	1329	2279
Added	0	0	0	0	0	0	94	0	180
PassBy	0	0	0	0	0	0	-3	0	-3
Total	9	0	4	9	0	47	60	1420	2456
<b>#42 SR-16 / Dillard</b>									
Base	104	0	145	0	0	0	1271	284	2635
Added	0	0	1	0	0	0	93	0	180
PassBy	0	0	0	0	0	0	-3	0	-3
Total	104	0	146	0	0	0	1361	284	2812
<b>#43 SR-16 / Sloughhouse</b>									
Base	6	0	81	0	0	0	1479	12	2416
Added	0	0	0	0	0	0	93	0	178
PassBy	0	0	0	0	0	0	-3	0	-3
Total	6	0	81	0	0	0	1569	12	2591

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
<b>#27 SR-104 / SR-88</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	3	0	0	3	6
Total	0	0	0	0	3	0	0	3	6
<b>#28 SR-88 / SR-124</b>									
Base	0	0	5	0	226	210	531	0	1422
Added	0	0	0	0	69	75	3	0	150
Total	0	0	5	0	295	285	534	0	1572
<b>#29 SR-88 / SR-12 (North)</b>									
Base	0	0	0	107	0	564	645	614	2358
Added	0	0	0	0	0	63	0	0	121
Total	0	0	0	107	0	622	708	614	2479
<b>#30 SR-88 / SR-12 (South)</b>									
Base	32	895	2	3	518	262	276	1	2016
Added	0	42	0	0	38	16	17	0	113
Total	32	937	2	3	556	278	293	1	2129
<b>#31 SR-88 / Kettleman</b>									
Base	22	672	20	7	439	100	256	104	1755
Added	0	36	0	0	33	5	0	0	79
Total	22	708	20	7	472	105	261	104	1834
<b>#32 SR-12 / SR-99 SB Ramps</b>									
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
<b>#33 SR-12 / SR-99 NB Ramps</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	16	0	0	0	1	0	15	32
Total	0	16	0	0	0	1	0	15	32
<b>#34 Kettleman / SR-99 SB Ramps</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	4	0	0	4	17
Total	0	0	0	0	4	0	0	4	17
<b>#35 Kettleman / SR-99 NB Ramps</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	4	5	0	4	13
Total	0	0	0	0	4	5	0	4	13



Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru					
<b>#44 SR-16 / Grant Line</b>													
Base	0	615	78	178	887	149	214	1406	64	84	618	103	4396
Added	0	0	0	0	0	0	0	83	0	9	76	0	177
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	0	615	78	178	887	149	214	1486	64	93	694	103	4570
<b>#45 SR-16 / Sunrise</b>													
Base	10	769	134	441	1442	276	193	1162	51	65	558	203	5304
Added	0	0	5	21	0	0	0	58	0	4	53	19	160
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	10	769	139	462	1442	276	193	1217	51	69	611	222	5461
<b>#46 SR-16 / Excelsior</b>													
Base	43	103	137	22	312	173	195	1291	268	135	698	41	3418
Added	0	0	2	1	0	0	0	54	0	2	50	1	110
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	43	103	139	23	312	173	195	1342	268	137	748	42	3525
<b>#47 SR-16 / Bradshaw</b>													
Base	135	931	94	458	1453	672	425	1152	169	121	639	213	6462
Added	0	0	2	7	0	0	0	45	0	2	41	6	103
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	135	931	96	465	1453	672	425	1194	169	123	680	219	6562
<b>#101 SR-49 / Project Access</b>													
Base	0	877	0	0	619	0	0	0	0	0	0	0	1496
Added	0	0	114	77	0	0	0	0	0	105	0	70	366
PassBy	0	-3	0	0	-4	0	0	0	0	0	0	0	-7
Total	0	874	114	77	615	0	0	0	0	105	0	70	1855
<b>#174 SR-49 / Project Service Access</b>													
Base	0	877	0	0	619	0	0	0	0	0	0	0	1496
Added	0	114	76	0	105	0	0	0	0	70	0	0	365
PassBy	0	-1	0	0	-4	0	0	0	0	0	0	0	-5
Total	0	990	76	0	720	0	0	0	0	70	0	0	1856
<b>#176 Internal Project Intersection</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	76	0	0	0	0	191	0	70	175	0	512
Total	0	0	76	0	0	0	0	191	0	70	175	0	512

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Wille	51	236	0	0	180	8	6	0	22	0	0	0
7 SR-49 / Main-	72	219	349	22	154	27	20	94	66	164	80	19
8 SR-49 / Popla	53	686	0	0	395	9	9	0	59	0	0	0
9 SR-49 / Empir	172	697	8	5	480	9	14	2	137	2	9	3
10 SR-49 / SR-16	307	0	133	0	0	0	0	0	484	526	230	335
23 SR-16 / SR-12	14	0	202	0	0	0	0	0	808	27	75	567
24 SR-16 / Latro	0	0	0	0	197	0	8	6	616	0	0	398
25 SR-104 (Prest)	160	288	205	51	313	47	36	28	115	152	25	33
26 SR-104 (Main)	242	10	18	3	11	24	51	285	295	5	212	5
28 SR-88 / SR-12	0	0	0	0	5	0	226	210	531	0	0	447
101 SR-49 / Proje	0	877	0	0	619	0	0	0	0	0	0	0
174 SR-49 / Proje	0	877	0	0	619	0	0	0	0	0	0	0

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Intersection Volume Report  
Future Volume Alternative

Intersection Volume Report  
Future Volume Alternative

Node Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R
6 SR-49 / Mille	51 283 0	0 230 8	6 0 22	0 0 0
7 SR-49 / Main-	81 266 350	22 205 27	20 94 76	165 80 19
8 SR-49 / Poplar	56 744 0	0 457 9	9 0 62	0 0 0
9 SR-49 / Empir	179 757 8	5 545 9	14 2 144	2 9 3
10 SR-49 / SR-16	307 0 147	0 0 0	0 658 526	238 497 0
23 SR-16 / SR-12	14 0 284	0 0 0	0 900 27	150 654 0
24 SR-16 / Latro	0 0 0	197 0 8	6 708 0	0 485 133
25 SR-104 (Prest	160 288 285	53 313 47	36 28 115	225 25 35
26 SR-104 (Main)	321 10 18	3 11 24	51 286 367	5 213 5
101 SR-49 / Froje	0 0 0	5 0 295	285 534 0	0 450 3
174 SR-49 / Froje	0 874 114	77 615 0	0 0 0	0 105 0
	0 990 76	0 720 0	0 0 0	0 70 0

Intersection	Base Del/ LOS Veh C	V/ C	Future Del/ LOS Veh C	Change in
# 6 SR-49 / Miller Way	F 246.2 0.000	B 10.2 0.000	F 466.5 0.000	+220.294 D/V
# 7 SR-49 / Main-Fiddletown	F 246.2 0.000	F 15.5 0.000	C 15.5 0.000	+1.415 D/V
# 8 SR-49 / Poplar	B 14.1 0.000	F 56.0 0.000	F 74.8 0.000	+18.828 D/V
# 9 SR-49 / Empire	F 56.0 0.000	F 470.7 0.000	F OVREL 0.000	+549.347 D/V
# 10 SR-49 / SR-16	F 470.7 0.000	D 28.5 0.000	F 58.9 0.000	+40.414 D/V
# 23 SR-16 / SR-124	D 28.5 0.000	F 89.8 0.000	F 189.8 0.000	+100.084 D/V
# 24 SR-16 / Latrobe (Amador)	F 89.8 0.000	F 669.6 0.000	F OVREL 0.000	+603.862 D/V
# 25 SR-104 (Preston) / SR-124 (Nor	F 669.6 0.000	F 111.4 0.000	F 270.7 0.000	+159.269 D/V
# 26 SR-104 (Main) / SR-124 (Church	F 111.4 0.000	C 16.6 0.000	C 19.9 0.000	+3.312 D/V
# 28 SR-88 / SR-124	C 16.6 0.000	A 0.0 0.000	F 210.9 0.000	+210.932 D/V
#101 SR-49 / Project Access	A 0.0 0.000	A 0.0 0.000	F 164.4 0.000	+164.414 D/V
#174 SR-49 / Project Service Access	A 0.0 0.000	A 0.0 0.000	F 164.4 0.000	+164.414 D/V

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Signal Warrant Summary Report

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

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Signal Warrant Report

Approach	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 0 0	0 0 0 1 0	0 0 1 1 0	0 0 0 0 0
Final Vol.:	56 313	0 0 254	9 7 0 24	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	10.8	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=31}  
FAIL - Approach volume less than 100 for one lane approach.  
Signal warrant rule #3: {approach count=3} {total volume=664}  
SUCCEEDED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Signal Warrant Report  
Intersection #7 SR-49 / Main-Fiddletown  
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 1 0 0 0 1 0 0 0 1 0 0 1 0 0 0 1 0 0  
Final Vol.: 85 279 366 23 215 28 21 98 80 173 84 20  
ApproachDel: xxxxxx xxxxxx 35.2 466.5

Approach(eastbound) [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=199]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1471]  
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=35.8]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=276]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1471]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

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

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0  
Final Vol.: 60 800 0 0 491 10 10 0 67 0 0 0  
ApproachDel: xxxxxx xxxxxx 15.5 xxxxxx

Approach(eastbound) [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=0.3]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=76]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=1438]  
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B 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		
		L	T	R	L	T	R	L	T	R	L	T	R
Movement:													
Control:		Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:		0	0	1	0	1	0	0	1	0	1	0	0
Final Vol.:		190	804	9	5	579	10	15	2	153	2	10	3
ApproachDel:		xxxxxx			xxxxxx			25.1					74.8

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=170]  
 SUCCEEDED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1782]  
 SUCCEEDED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Approach(westbound) [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=0.3]  
 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=1782]  
 SUCCEEDED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative Plus Alternative B 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		
		L	T	R	L	T	R	L	T	R	L	T	R
Movement:													
Control:		Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:		1	0	0	1	0	0	0	0	0	1	0	1
Final Vol.:		318	0	152	0	0	0	0	0	0	682	545	247
ApproachDel:		1020.1			xxxxxx			xxxxxx			xxxxxx		xxxxxx

Approach(northbound) [lanes=2] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=133.3]  
 SUCCEEDED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=170]  
 SUCCEEDED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2459]  
 SUCCEEDED - 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=133.3]  
 SUCCEEDED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=170]  
 SUCCEEDED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2459]  
 SUCCEEDED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Signal Warrant Report  
 Intersection #23 SR-16 / SR-124  
 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.: 14 0 293 0 0 0 0 0 930 28 155 676 0  
 ApproachDel: 68.9 xxxxxx xxxxxx

Approach[northbound] [lanes=2] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=5.9]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=308]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2096]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Signal Warrant Report  
 Intersection #24 SR-16 / Latrobe (Amador)  
 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: 0 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 1 0  
 Final Vol.: 0 0 0 0 206 0 8 6 740 0 0 507 139  
 ApproachDel: xxxxxx 189.8 xxxxxx

Approach[southbound] [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=11.3]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=214]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1606]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
 Cumulative Plus Alternative B Friday  
 PM Peak Hour

Signal Warrant Report  
 Intersection #26 SR-104 (Main) / SR-124 (Church)  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0
Final Vol.:	169 304 301	56 330 50	38 30 121	237 26 37
ApproachDel:	xxxxxx	xxxxxx	72.0	1273.5

Approach(eastbound) [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: (vehicle-hours=3.8)  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 SUCCEEDED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: (approach count=4) [total volume=1698]  
 SUCCEEDED - 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=106.3)  
 SUCCEEDED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: (approach volume=301)  
 SUCCEEDED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: (approach count=4) [total volume=1698]  
 SUCCEEDED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
 Cumulative Plus Alternative B Friday  
 PM Peak Hour

Signal Warrant Report  
 Intersection #25 SR-104 (Preston) / SR-124 (North)  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0	0 0 1 1 0 0
Final Vol.:	169 304 301	56 330 50	38 30 121	237 26 37
ApproachDel:	xxxxxx	xxxxxx	72.0	1273.5

Approach(northbound) [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: (vehicle-hours=27.8)  
 FAIL - Vehicle-hours greater than or equal to 4 for one lane approach.  
 SUCCEEDED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: (approach count=4) [total volume=1393]  
 SUCCEEDED - 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=0.2)  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: (approach volume=40)  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: (approach count=4) [total volume=1393]  
 SUCCEEDED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour  
Signal Warrant Report  
Intersection #28 SR-88 / SR-124  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0  
Final Vol.: 0 0 0 0 5 0 320 309 579 0 0 488 3  
ApproachDel: xxxxxx 19.9 xxxxxx xxxxxx

Approach(southbound) [lanes=2] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=1.8]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=325]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=1705]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour  
Signal Warrant Report  
Intersection #101 SR-49 / Project Access  
Future Volume Alternative: Peak Hour Warrant Met

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 1  
Final Vol.: 0 929 121 82 654 0 0 0 0 0 0 112 0 74  
ApproachDel: xxxxxx xxxxxx xxxxxx 210.9

Approach(westbound) [lanes=2] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=10.9]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=186]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=1971]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.



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 Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1  
 Final Vol.: 0 1052 81 0 765 0 0 0 0 0 0 0 74 0 0 0  
 ApproachDel: xxxxxx xxxxxx xxxxxx 164.4

Approach(westbound) (lanes=2) (control=Stop)  
 Signal Warrant Rule #1: (vehicle-hours=3.4)  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=74]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=1972]  
 SUCCEEDED - 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 #6 SR-49 / Miller Way  
 Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B [10.8]  
 Movement: 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 Stop Sign Stop Sign  
 Lanes: 1 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 51 236 0 0 180 8 6 0 0 22 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  
 Initial Bse: 51 236 0 0 180 8 6 0 0 22 0 0 0 0 0 0  
 Added Vol: 0 50 0 0 54 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 53 0 0 230 8 6 0 0 22 0 0 0 0 0  
 Initial Fut: 51 283 0 0 230 8 6 0 0 22 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  
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PHF Volume: 56 313 0 0 254 9 7 0 0 24 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.: 56 313 0 0 254 9 7 0 0 24 0 0 0 0 0  
 Critical Gap Module:  
 Critical Gp: 4.2 xxx xxxxxx xxxxxx xxxxxx 6.4 xxxxx 6.2 xxxxxx xxxxx xxxxx  
 FollowupTim: 2.3 xxx xxxxxx xxxxxx xxxxxx 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxx

Capacity Module:  
 Conflict Vol: 263 xxx xxxxxx xxxxxx xxxxxx 685 xxxxx 259 xxxxx xxxxx xxxxx  
 Potent Cap: 1267 xxx xxxxxx xxxxxx xxxxxx 417 xxxxx 785 xxxxx xxxxx xxxxx  
 Move Cap: 1267 xxx xxxxxx xxxxxx xxxxxx 403 xxxxx 785 xxxxx xxxxx xxxxx  
 Volume/Cap: 0.04 xxx xxxxxx xxxxxx xxxxxx 0.02 xxxxx 0.03 xxxxx xxxxx xxxxx  
 Level Of Service Module:  
 Queue: 0.1 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Stopped Del: 8.0 xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 LOS by Move: A \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 652 xxxxxx xxxxx xxxxx  
 Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx xxxxx xxxxx  
 Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 10.8 xxxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: xxxxxx xxxxxx 10.8 B  
 ApproachLOS: \* \* \* \* \*

Ione Casino  
Cumulative Plus Alternative B 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): 93.0 Worst Case Level Of Service: F(466.5)  
\*\*\*\*\*  
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	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include	Include
Lanes:	0 1 0 0 0	0 1 0 0 0	0 1 0 0 0	0 1 0 0 0	0 1 0 0 0	0 1 0 0 0
Volume Module:	72 219	349 22 154	27 20 94	66 164 80 19		
Base Vol:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Bse:	72 219	349 22 154	27 20 94	66 164 80 19		
Added Vol:	0 50	1 0	55 0	0 0 10	1 0	0 0
PasserByVol:	0 -3	0 -4	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	81 266	350 22 205	27 20 94	76 165 80 19		
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	0.96 0.96	0.96 0.96	0.96 0.96	0.96 0.96	0.96 0.96	0.96 0.96
PHF Volume:	85 279	366 23 215	28 21 98	80 173 84 20		
Reduct Vol:	0 0	0 0	0 0 0	0 0 0	0 0 0	0 0 0
Final Vol:	85 279	366 23 215	28 21 98	80 173 84 20		
Critical Gap Module:	4.2	4.2	4.2	4.2	7.1 6.5 6.2	7.1 6.5 6.2
Critical Gp:	4.2	4.2	4.2	4.2	3.5 4.0 3.3	3.5 4.0 3.3
FollowUpTim:	2.3	2.3	2.3	2.3	3.5 4.0 3.3	3.5 4.0 3.3
Capacity Module:	645	645	645	645	958 1090 229	995 920 462
Conflict Vol:	1289	1289	1289	1289	912 1090 239	815 225 273 604
Potent Cap:	1289	1289	1289	1289	912 1090 239	815 225 273 604
Move Cap:	1289	1289	1289	1289	912 1090 239	815 225 273 604
Volume/Cap:	0.07	0.07	0.07	0.07	0.13 0.50 0.10	1.50 0.34 0.03

Level Of Service Module:

Queue:	0.2	0.1	0.1	0.1	0.3	0.3
Stopped Del:	8.0	9.0	9.0	9.0	9.9	9.9
LOS by Move:	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
Shared Cap:	xxxx	xxxx	xxxx	xxxx	189	148
SharedQueue:	xxxx	xxxx	xxxx	xxxx	3.6	21.0
Shared StpDel:	xxxx	xxxx	xxxx	xxxx	52.0	466.5
Shared LOS:	F	F	F	F	F	F
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	35.2	466.5
ApproachLOS:	F	F	F	F	E	F

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

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

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Intersection #8 SR-49 / Poplar  
Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C(15.5)  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include	Include	Include
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0
Volume Module:	53 686	0 0 395	9 9 0	59 0 59	0 0 0	0 0 0
Base Vol:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Bse:	53 686	0 0 395	9 9 0	59 0 59	0 0 0	0 0 0
Added Vol:	3 61	0 0 66	0 0 0	3 0 0	0 0 0	0 0 0
PasserByVol:	0 -3	0 -4	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	56 744	0 0 457	9 9 0	62 0 62	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:	0.93 0.93	0.93 0.93	0.93 0.93	0.93 0.93	0.93 0.93	0.93 0.93
PHF Volume:	60 800	0 0 491	10 10 0	67 0 67	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
Final Vol:	60 800	0 0 491	10 10 0	67 0 67	0 0 0	0 0 0
Critical Gap Module:	4.2	4.2	4.2	4.2	6.4	6.2
Critical Gp:	4.2	4.2	4.2	4.2	3.5	3.3
FollowUpTim:	2.3	2.3	2.3	2.3	3.5	3.3
Capacity Module:	501	501	501	501	1417	496
Conflict Vol:	1033	1033	1033	1033	153	578
Potent Cap:	1033	1033	1033	1033	146	578
Move Cap:	1033	1033	1033	1033	146	578
Volume/Cap:	0.06	0.06	0.06	0.06	0.07	0.12

Level Of Service Module:

Queue:	0.2	0.2	0.2	0.2	0.2	0.2
Stopped Del:	8.7	8.7	8.7	8.7	8.7	8.7
LOS by Move:	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
Shared Cap:	xxxx	xxxx	xxxx	xxxx	420	xxxx
SharedQueue:	0.2	0.2	0.2	0.2	0.7	xxxx
Shared StpDel:	8.7	8.7	8.7	8.7	15.5	xxxx
Shared LOS:	A	A	A	A	C	A
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	15.5	xxxxxx
ApproachLOS:	C	C	C	C	C	C

Ione Casino
Cumulative Plus Alternative B Friday
PM Peak Hour

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

Intersection #9 SR-49 / Empire
Average Delay (sec/veh): 4.1 Worst Case Level of Service: F (74.8)
Approach: North Bound South Bound East Bound West Bound
Movement: L-T-R L-T-R L-T-R L-T-R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 1 0 0 1 0 0 1 0 0 0 0

Table with 17 columns: 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 Gap, Followuprim, Capacity Module, Conflict Vol, Potent Cap, Move Cap, Volume/Cap.

Level of Service Module:
Queue: 0.7 xxxxx xxxxx
Stopped Del: 9.7 xxxxx xxxxx
LOS by Move: A \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: \* \* \* \* \*
ApproachDel: xxxxxx
ApproachLOS: D

Ione Casino
Cumulative Plus Alternative B Friday
PM Peak Hour

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

Intersection #10 SR-49 / SR-16
Average Delay (sec/veh): 196.2 Worst Case Level of Service: F(1020.1)
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: Stop Sign Stop Sign Include Channel
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 0 0 0

Table with 17 columns: 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 Gap, Followuprim, Capacity Module, Conflict Vol, Potent Cap, Move Cap, Volume/Cap.

Level of Service Module:
Queue: 33.6 xxxxx
Stopped Del: 1500 xxxxx
LOS by Move: F \* \* \* \* \*
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: \* \* \* \* \*
ApproachDel: 1020.1
ApproachLOS: F

Ione Casino  
Cumulative Plus Alternative B 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): 11.0 Worst Case Level Of Service: F (68.9)

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

Volume Module:  
Base Vol: 14 0 202 0 0 0 0 808 27 75 567 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 14 0 202 0 0 0 0 808 27 75 567 0  
Added Vol: 0 0 82 0 0 0 0 95 0 75 87 0  
PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0  
Initial Fut: 14 0 284 0 0 0 0 900 27 150 654 0  
User Adj: 1.00 1.00 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: 14 0 293 0 0 0 0 930 28 155 676 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 14 0 293 0 0 0 0 930 28 155 676 0

Critical Gap Module:  
Critical Gp: 6.4 xxxxx  
FollowUpTim: 3.5 xxxxx  
Capacity Module:  
Conflict Vol: 1915 xxxxx  
Potent Cap.: 73 xxxxx  
Move Cap.: 61 xxxxx  
Volume/Cap: 0.24 xxxxx

Level Of Service Module:  
Queue: 0.8 xxxxx  
Stopped Del: 81.8 xxxxx  
LOS by Move: F  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx  
SharedQueue: xxxxx  
Shrd StpDel: xxxxx  
Shared LOS: 68.9  
ApproachDel: F  
ApproachLOS: F

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

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

\*\*\*\*\*  
Intersection #24 SR-16 / Latrobe (Amador)  
\*\*\*\*\*

Average Delay (sec/veh): 25.4 Worst Case Level Of Service: F(189.8)

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

Volume Module:  
Base Vol: 0 0 0 197 0 8 6 616 0 0 398 133  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 0 0 0 197 0 8 6 616 0 0 398 133  
Added Vol: 0 0 0 0 0 0 0 95 0 0 87 0  
PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0  
Initial Fut: 0 0 0 197 0 8 6 708 0 0 485 133  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 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 0 206 0 8 6 740 0 0 507 139  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 206 0 8 6 740 0 0 507 139

Critical Gap Module:  
Critical Gp: xxxxxx  
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: A  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx  
SharedQueue: xxxxx  
Shrd StpDel: xxxxx  
Shared LOS: 189.8  
ApproachDel: F  
ApproachLOS: F

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

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

Average Delay (sec/veh): 234.6 Worst Case Level Of Service: F(1273.5)

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

Volume Module:  
Base Vol: 160 288 205 51 313 47 36 28 115 152 25 33  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 160 288 205 51 313 47 36 28 115 152 25 33  
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: 160 288 285 53 313 47 36 28 115 225 25 35  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 169 304 301 56 330 50 38 30 121 237 26 37  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 169 304 301 56 330 50 38 30 121 237 26 37

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

Capacity Module:  
Conflict Vol: 380 xxxxx xxxxx 604 xxxxx xxxxx 1290 1409 355 1334 1283 454  
Potent Cap.: 1157 xxxxx xxxxx 954 xxxxx xxxxx 142 140 693 129 163 600  
Move Cap.: 1157 xxxxx xxxxx 954 xxxxx xxxxx 94 110 693 71 128 600  
Volume/Cap: 0.15 xxxxx xxxxx 0.06 xxxxx xxxxx 0.40 0.27 0.17 3.33 0.21 0.06

Level Of Service Module:  
Queue: 0.5 xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: 8.6 xxxxx xxxxx 9.0 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.: xxx xxx xxx xxx xxx xxx xxx xxx 223 xxx xxx 84 xxx xxx  
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx 6.5 xxx xxx 30.8 xxx xxx  
Shared LOS: \*  
ApproachDel: xxxxxx \*  
ApproachLOS: \*

Ione Casino  
Cumulative Plus Alternative B 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): 72.7 Worst Case Level Of Service: F(270.7)

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

Volume Module:  
Base Vol: 242 10 18 3 11 24 51 285 295 5 212 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 242 10 18 3 11 24 51 285 295 5 212 5  
Added Vol: 79 0 0 0 0 0 0 0 0 1 72 0 1 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 321 10 18 3 11 24 51 286 367 5 213 5  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
PHF Volume: 340 11 19 3 12 25 54 303 389 5 226 5  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 340 11 19 3 12 25 54 303 389 5 226 5

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

Capacity Module:  
Conflict Vol: 864 848 498 860 1040 229 231 xxxxx xxxxx 692 xxxxx xxxxx  
Potent Cap.: 271 295 566 273 228 803 1313 xxxxx xxxxx 884 xxxxx xxxxx  
Move Cap.: 243 281 566 247 217 803 1313 xxxxx xxxxx 884 xxxxx xxxxx  
Volume/Cap: 1.40 0.04 0.03 0.01 0.05 0.03 0.04 xxxxx xxxxx 0.01 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 7.9 xxxxx xxxxx 9.1 xxxxx xxxxx  
LOS by Move: \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxx 251 xxxxx xxx 409 xxxxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel: xxx 21.4 xxxxx xxx 0.3 xxxxx xxxxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \*  
ApproachDel: 270.7 \*  
ApproachLOS: \*

Ione Casino  
Cumulative Plus Alternative B 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): 5.6 Worst Case Level of Service: C(19.9)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L-T-R L-T-R L-T-R L-T-R

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

Volume Module:  
Base Vol: 0 0 226 210 531 0 0 447 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 226 210 531 0 0 447 3  
Added Vol: 0 0 0 69 75 3 0 0 3 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 5 0 295 285 534 0 0 450 3  
User Adj: 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  
PHF Volume: 0 0 5 0 320 309 579 0 0 488 3  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 5 0 320 309 579 0 0 488 3

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

Capacity Module:  
Conflict Vol:xxxx xxxxxx 1687 xxxx 490 491 xxxxx xxxxxx xxxxxx xxxxxx  
Potent Cap.:xxxx xxxxxx 100 xxxx 567 1047 xxxxx xxxxxx xxxxxx  
Move Cap.:xxxx xxxxxx 77 xxxxx 567 1047 xxxxx xxxxxx xxxxxx  
Volume/Cap:xxxx xxxxxx 0.07 xxxxx 0.56 0.30 xxxxx xxxxxx xxxxxx

Level of Service Module:  
Queue:xxxx xxxxxx xxxxxx 0.2 xxxxx 3.5 1.2 xxxxx xxxxxx xxxxxx  
Stopped Del:xxxx xxxxxx xxxxxx 55.4 xxxxx 19.3 9.9 xxxxx xxxxxx xxxxxx  
LOS by Move:xxxx xxxxxx xxxxxx F C A  
Movement:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shared Cap.:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shared Queue:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shrd StpDel:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Shared LOS:xxxx xxxxxx xxxxxx xxxxxx xxxxxx  
ApproachDel:xxxxxx 19.9  
ApproachLOS:xxxxxx C

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 20.4 Worst Case Level of Service: F(210.9)  
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 Include Uncontrolled Include  
Rights: 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1  
Lanes: 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1

Volume Module:  
Base Vol: 0 877 0 0 619 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  
Initial Bse: 0 877 0 0 619 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 114 77 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  
Initial Fut: 0 874 114 77 615 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  
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  
PHF Volume: 0 929 121 82 654 0 0 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  
Final Vol.: 0 929 121 82 654 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:  
Critical Gp:xxxx xxxxxx 4.2 xxxxx xxxxxx xxxxxx xxxxxx  
FollowUpTim:xxxx xxxxxx 2.3 xxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:  
Conflict Vol:xxxx xxxxxx xxxxxx 1050 xxxxx xxxxxx xxxxxx xxxxxx  
Potent Cap.:xxxx xxxxxx xxxxxx 640 xxxxx xxxxxx xxxxxx xxxxxx  
Move Cap.:xxxx xxxxxx xxxxxx 640 xxxxx xxxxxx xxxxxx xxxxxx  
Volume/Cap:xxxx xxxxxx xxxxxx 0.13 xxxxx xxxxxx xxxxxx

Level of Service Module:  
Queue:xxxx xxxxxx xxxxxx 0.4 xxxxx xxxxxx xxxxxx xxxxxx  
Stopped Del:xxxx xxxxxx xxxxxx 11.4 xxxxx xxxxxx xxxxxx xxxxxx  
LOS by Move:xxxx xxxxxx xxxxxx B \* \*  
Movement:xxxx xxxxxx xxxxxx LT-LTR-RT LT-LTR-RT  
Shared Cap.:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shared Queue:xxxx xxxxxx xxxxxx 0.4 xxxxx xxxxxx xxxxxx xxxxxx  
Shrd StpDel:xxxx xxxxxx xxxxxx 11.4 xxxxx xxxxxx xxxxxx xxxxxx

Shared LOS:xxxxxx  
ApproachDel:xxxxxx  
ApproachLOS:xxxxxx 210.9 F







Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #31 SR-88 / Kettleman  
 Critical Vol./Cap. (X): 0.837  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.8  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L-T-R L-T-R L-T-R L-T-R L-T-R L-T-R  
 Control: Protected Protected Protected Protected Split Phase Split Phase  
 Rights: 3 include 7 7 3 include 7 7 7 7 7 7 7 7 7 7  
 Min. Green: 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0  
 Lanes: 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0  
 Volume Module:  
 Base Vol: 22 672 20 7 439 100 256 104 33 17 77 8  
 Growth Adj: 1.00  
 Initial Base: 22 672 20 7 439 100 256 104 33 17 77 8  
 Added Vol: 0 36 0 0 33 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0  
 Initial Fut: 22 708 20 7 472 105 261 104 33 17 77 8  
 User Adj: 1.00  
 PHF Adj: 1.00  
 PHF Volume: 22 708 20 7 472 105 261 104 33 17 77 8  
 Reduct Vol: 0  
 Reduced Vol: 22 708 20 7 472 105 261 104 33 17 77 8  
 RCE Adj: 1.00  
 MLP Adj: 1.00  
 Final Vol.: 22 708 20 7 472 105 261 104 33 17 77 8  
 Saturation Flow Module:  
 Sat/Lane: 1900  
 Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93  
 Lanes: 1.00 0.97 0.03 1.00 0.82 0.18 0.66 0.26 0.08 0.17 0.75 0.08  
 Final Sat.: 1702 1736 49 1702 1426 317 1158 462 146 302 1366 142  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.41 0.41 0.00 0.33 0.33 0.23 0.23 0.23 0.23 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0.06 0.06  
 Cxlt Movas: 0.04 0.44 0.44 0.04 0.44 0.44 0.44 0.44 0.44 0.44 0.24 0.24 0.24 0.24 0.24 0.24 0.24 0.24 0.24 0.24  
 Green/Cycle: 0.30 0.92 0.92 0.10 0.75 0.75 0.75 0.75 0.75 0.75 0.51 0.51 0.51 0.51 0.51 0.51 0.51 0.51 0.51 0.51  
 Volume/Cap: 0.20 0.92 0.92 0.10 0.75 0.75 0.75 0.75 0.75 0.75 0.51 0.51 0.51 0.51 0.51 0.51 0.51 0.51 0.51 0.51  
 Delay/Veh: 34.8 34.8 34.8 32.8 20.4 20.4 51.3 51.3 51.3 51.3 34.1 34.1 34.1 34.1 34.1 34.1 34.1 34.1 34.1 34.1  
 User DelAdj: 1.00  
 AdjDel/Veh: 34.8 34.8 34.8 32.8 20.4 20.4 51.3 51.3 51.3 51.3 34.1 34.1 34.1 34.1 34.1 34.1 34.1 34.1 34.1 34.1  
 HCM2KAVG: 1 20 20 0 12 12 13 13 13 13 3 3 3 3 3 3 3 3 3 3

Ione Casino  
Cumulative Plus Alternative B Friday  
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): 168.9 Worst Case Level of Service: F(1143.1)  
 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 L-T-R  
 Control: Uncontrolled Channel Stop Sign Stop Sign  
 Rights: include include include include include include  
 Lanes: 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol: 32 895 2 3 518 262 276 1 20 2 3 2  
 Growth Adj: 1.00  
 Initial Base: 32 895 2 3 518 262 276 1 20 2 3 2  
 Added Vol: 0 42 0 0 38 16 17 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0  
 Initial Fut: 32 937 2 3 556 278 293 1 20 2 3 2  
 User Adj: 1.00  
 PHF Adj: 1.00  
 PHF Volume: 32 937 2 3 556 278 293 1 20 2 3 2  
 Reduct Vol: 0  
 Final Vol.: 32 937 2 3 556 278 293 1 20 2 3 2  
 Critical Gap Module:  
 Critical Gap: 4.1 xxxxxx 4.2 xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2 7.1 6.5 6.2  
 Followupprim: 2.2 xxxxxx 2.3 xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3 3.5 4.0 3.3  
 Capacity Module:  
 Conflict Vol: 556 xxxxxx 939 xxxxxx 1567 1565 556 1714 1564 938  
 Potent Cap.: 1025 xxxxxx 714 xxxxxx 89 110 527 70 110 318  
 Move Cap.: 1025 xxxxxx 714 xxxxxx 84 106 527 65 106 318  
 Volume/Cap: 0.03 xxxxxx 0.00 xxxxxx 3.47 0.01 0.04 0.03 0.03 0.01  
 Level of Service Module:  
 Queue: 0.1 xxxxxx 8.6 xxxxxx 10.1 xxxxxx 10.1 xxxxxx 12.1 xxxxxx xxxxxx xxxxxx xxxxxx  
 Stopped Del: 8.6 xxxxxx 10.1 xxxxxx 10.1 xxxxxx 10.1 xxxxxx 12.1 xxxxxx xxxxxx xxxxxx xxxxxx  
 LOS by Move: A \* \* \* \* \* B \* \* \* \* \* B \* \* \* \* \* B \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 85 xxxxxx xxxxxx xxxxxx 108 xxxxxx  
 Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 25.9 xxxxxx xxxxxx xxxxxx 0.2 xxxxxx  
 Shared Stpbpl: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 1220 xxxxxx xxxxxx xxxxxx 40.8 xxxxxx  
 Shared LOS: \* \* \* \* \* \* \* \* \* \* \* F \* \* \* \* \* E \* \* \* \* \*  
 Approach/Del: xxxxxx \* \* \* \* \* 1143.1 \* \* \* \* \* 40.8  
 Approach/LOS: \* \* \* \* \* \* \* \* \* \* \* F B  
 Approach/LOS: \* \* \* \* \* \* \* \* \* \* \* E B

Ione Casino  
 Cumulative Plus Alternative B 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): 1.568  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 137.6  
 Optimal Cycle: 0 Level Of Service: F  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Min. Green: 0 0 1 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 1 0 0 0  
 Volume Module:  
 Base Vol.: 155 0 250 0 0 0 604 281 325 380 0  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Sse: 155 0 250 0 0 0 604 281 325 380 0  
 Added Vol.: 0 0 39 0 0 0 0 11 43 0 0  
 PassersyVol.: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut.: 165 0 289 0 0 0 604 292 368 380 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: 165 0 289 0 0 0 604 292 368 380 0  
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0  
 FCE 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.: 165 0 289 0 0 0 604 292 368 380 0  
 Saturation Flow Module:  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.36 0.00 0.64 0.00 0.00 0.00 0.67 0.33 1.00 1.00 0.00  
 Final Sat.: 201 0 351 0 0 0 0 385 186 479 513 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.82 0.00 0.82 0.00 0.00 0.00 0.82 0.00 0.77 0.74 0.00  
 Crit Moves: 32.6 0.0 32.6 0.0 0.0 0.0 0.0 281.5 30.8 27.0 0.0  
 Delay/Veh: 32.6 0.0 32.6 0.0 0.0 0.0 0.0 281.5 30.8 27.0 0.0  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 32.6 0.0 32.6 0.0 0.0 0.0 0.0 281.5 30.8 27.0 0.0  
 LOS by Move: D \* \* \* \* \* F \* F \*  
 Shared Queue: xxxxxx \* \* \* \* \*  
 Shared StpDel: xxxxxx \* \* \* \* \*  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: 32.6 xxxxxx 281.5 28.9  
 Delay Adj: 1.00 xxxxxx 1.00 1.00  
 ApprAdjDel: 32.6 xxxxxx 281.5 28.9  
 LOS by Appr: D \* \* \* \* \*  
 ApproachLOS: \* \* \* \* \*

Ione Casino  
 Cumulative Plus Alternative B Friday  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #37 SR-16 / Ione  
 Average Delay (sec/veh): 2.1 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: 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.: 78 0 1 0 0 0 0 0 652 190 0 386 0  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Sse: 78 0 1 0 0 0 0 0 652 190 0 386 0  
 Added Vol.: 0 0 0 0 0 0 0 0 95 0 0 87 0  
 PassersyVol.: 0 0 0 0 0 0 0 0 0 -3 0 0 0  
 Initial Fut.: 78 0 1 0 0 0 0 0 744 190 0 473 0  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 78 0 1 0 0 0 0 0 744 190 0 473 0  
 Reduced Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 78 0 1 0 0 0 0 0 744 190 0 473 0  
 Critical Gap Module:  
 Critical Op: 6.4 0.00 6.2 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 FollowupFrim: 3.5 0.00 3.3 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 Capacity Module:  
 Conflict Vol.: 1312 839 839 369 369 369 369 369 369 369 369 369  
 Potent Cap.: 177 177 177 369 369 369 369 369 369 369 369 369  
 Move Cap.: 177 177 177 369 369 369 369 369 369 369 369 369  
 Volume/Cap.: 0.44 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 Level Of Service Module:  
 Queue: 2.0 0.00 0.0 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 Stopped Del: 40.6 0.00 14.8 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
 LOS by Move: E \* \* \* \* \*  
 Movement: L - T - R L - T - R L - T - R L - T - R L - T - R  
 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: \* \* \* \* \*  
 ApproachDel: 40.2 xxxxxx xxxxxx xxxxxx  
 E  
 ApproachLOS: \* \* \* \* \*

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR-16 / Murietta South Pkwy  
Cycle (sec): 50  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.6  
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 5 5 5 5 3 7 7 3 7 7  
Lanes: 0 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 0 2 11 3 126 208 834 0 2 445 12  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 2 11 3 126 208 834 0 2 445 12  
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 2 11 3 126 208 925 0 2 531 12  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 2 11 3 126 208 925 0 2 531 12  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 2 11 3 126 208 925 0 2 531 12  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 0 0 2 11 3 126 208 925 0 2 531 12

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 1.00 0.87 0.77 0.77 0.85 0.92 0.97 1.00 0.92 0.97 0.97  
Lanes: 0 0 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.98 0.02  
Final Sat.: 0 0 1644 1148 313 1615 1753 1845 0 1753 1799 41

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.08 0.12 0.50 0.00 0.00 0.30 0.30  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.10 0.10 0.10 0.31 0.21 0.66 0.00 0.06 0.51 0.51  
Volume/Cap: 0.00 0.00 0.01 0.10 0.10 0.25 0.57 0.76 0.00 0.02 0.57 0.57  
Delay/Veh: 0.0 0.0 20.3 20.7 20.7 13.3 20.1 8.6 0.0 22.2 9.3 9.3  
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 20.3 20.7 20.7 13.3 20.1 8.6 0.0 22.2 9.3 9.3  
HCM2kAVG: 0 0 0 0 0 2 4 12 0 0 7 7

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 SR-16 / Murietta Pkwy  
Cycle (sec): 60  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 34.6  
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Ovl Ovl Ovl Ovl  
Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7  
Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 147 195 55 55 114 177 212 938 179 45 469 55  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 147 195 55 55 114 177 212 938 179 45 469 55  
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: 147 195 55 55 114 177 212 1029 179 45 555 55  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 147 195 55 55 114 177 212 1029 179 45 555 55  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 147 195 55 55 114 177 212 1029 179 45 555 55  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 147 195 55 55 114 177 212 1029 179 45 555 55

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 0.91 0.09  
Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1566 1753 1657 164

Capacity Analysis Module:  
Vol/Sat: 0.08 0.10 0.03 0.03 0.06 0.11 0.12 0.56 0.11 0.03 0.33 0.33  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.08 0.14 0.19 0.06 0.12 0.28 0.16 0.55 0.63 0.05 0.44 0.44  
Volume/Cap: 1.01 0.74 0.18 0.51 0.51 0.40 0.76 1.01 0.18 0.51 0.76 0.76  
Delay/Veh: 104.6 35.7 20.8 31.7 27.0 18.2 35.3 43.9 4.6 32.9 18.1 18.1  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 104.6 35.7 20.8 31.7 27.0 18.2 35.3 43.9 4.6 32.9 18.1 18.1  
HCM2kAVG: 7 5 1 2 3 3 6 29 1 2 11 11



Cum Plus Alt B Fri Thu Jul 15, 2004 12:21:20 Page 25-1

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #42 SR-16 / Dillard  
Cycle (sec): 85 Critical Vol./Cap. (X): 1.265  
Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 106.1 F  
Optimal Cycle: OPTIMIZED Level Of Service: F  
\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Lanes: 5 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 7 3 1 0 1 0 0  
\*\*\*\*\*

Volume Module:  
Base Vol: 104 0 145 0 0 0 0 0 1271 284 89 742 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 104 0 145 0 0 0 0 0 1271 284 89 742 0  
Added Vol: 0 0 1 0 0 0 0 0 93 0 1 85 0  
PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0  
Initial Fut: 104 0 146 0 0 0 0 0 1361 284 90 827 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 104 0 146 0 0 0 0 0 1361 284 90 827 0  
Reduc Vol: 0 0 0 0 0 0 0 0 1361 284 90 827 0  
Reduced Vol: 104 0 146 0 0 0 0 0 1361 284 90 827 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 104 0 146 0 0 0 0 0 1361 284 90 827 0  
\*\*\*\*\*

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.79 1.00 0.79 1.00 1.00 1.00 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 0.17 1.00 1.00 0.00  
Final Sat.: 624 0 876 0 0 0 0 0 1491 311 1753 1845 0  
\*\*\*\*\*

Capacity Analysis Module:  
Vol/Sat: 0.17 0.00 0.17 0.00 0.00 0.00 0.00 0.91 0.91 0.05 0.45 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.13 0.00 0.13 0.00 0.00 0.00 0.00 0.72 0.72 0.04 0.76 0.00  
Volume/Cap: 1.26 0.00 1.26 0.00 0.00 0.00 0.00 1.26 1.26 1.26 0.59 0.00  
Delay/Veh: 189.8 0.0 189.8 0.0 0.0 0.0 0.0 137 137.2 234.2 5.0 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 189.8 0.0 189.8 0.0 0.0 0.0 0.0 137 137.2 234.2 5.0 0.0  
HCM2AVG: 18 0 18 0 0 0 0 0 86 86 7 10 0  
\*\*\*\*\*

Cum Plus Alt B Fri Thu Jul 15, 2004 12:21:20 Page 26-1

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #43 SR-16 / Sloughhouse  
Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F( 70.9)  
\*\*\*\*\*

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 0 1 0 1 0 1 0 0  
\*\*\*\*\*

Volume Module:  
Base Vol: 6 0 81 0 0 0 0 0 1479 12 44 794 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 6 0 81 0 0 0 0 0 1479 12 44 794 0  
Added Vol: 0 0 0 0 0 0 0 0 93 0 0 85 0  
PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0  
Initial Fut: 6 0 81 0 0 0 0 0 1569 12 44 879 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 6 0 81 0 0 0 0 0 1569 12 44 879 0  
Reduc Vol: 0 0 0 0 0 0 0 0 1569 12 44 879 0  
Final Vol.: 6 0 81 0 0 0 0 0 1569 12 44 879 0  
Critical Gap Module:  
Critical Gp: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
FollowUpTm: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx  
\*\*\*\*\*

Capacity Module:  
Conflict Vol: 2542 xxxxx 1575 xxxxx xxxxx xxxxx xxxxx xxxxx 1581 xxxxx xxxxx  
Potential Cap.: 16 xxxxx 137 xxxxx xxxxx xxxxx xxxxx xxxxx 413 xxxxx xxxxx  
Move Cap.: 28 xxxxx 137 xxxxx xxxxx xxxxx xxxxx xxxxx 413 xxxxx xxxxx  
Volume/Cap: 0.22 xxxxx 0.59 xxxxx xxxxx xxxxx xxxxx xxxxx 0.11 xxxxx xxxxx  
\*\*\*\*\*

Level Of Service Module:  
Queue: 0.7 xxxxx 3.0 xxxxx xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx  
Stopped Del: 167.2 xxxxx 63.7 xxxxx xxxxx xxxxx xxxxx xxxxx 14.8 xxxxx xxxxx  
LOS by Move: F \* F \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \*  
ApproachDel: 70.9  
ApproachLOS: F  
\*\*\*\*\*

Ione Casino  
Cumulative Plus Alternative B Friday  
PM Peak Hour

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Cumulative Plus Alternative B Friday  
PM Peak Hour

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Cumulative Plus Alternative B Friday  
PM Peak Hour

2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #45 SR-16 / Sunrise  
 Level Of Service Computation Report  
 Critical Vol./Cap. (X): 1.676  
 Cycle (sec): 105  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 280.6  
 Optimal Cycle: OPTIMIZED  
 Level Of Service: F  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L-T-R L-T-R L-T-R L-T-R L-T-R  
 Control: Protected Protected Protected Protected Protected Protected  
 Rights: Include Ovl Ovl  
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 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 0 1 0 1 0 1 0 1 0 1  
 Volume Module:  
 Base Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Growth Adj: 1.00  
 Initial Bse: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Added Vol: 0 0 5 21 0 0 0 0 58 0 4 53 19  
 PasserByVol: 0  
 Initial Fut: 10 769 139 462 1442 276 193 1217 51 69 611 222  
 User Adj: 1.00  
 PHF Adj: 1.00  
 PHF Volume: 10 769 139 462 1442 276 193 1217 51 69 611 222  
 Reduct Vol: 0  
 Reduced Vol: 10 769 139 462 1442 276 193 1217 51 69 611 222  
 PCE Adj: 1.00  
 MLF Adj: 1.00  
 Final Vol: 10 769 139 462 1442 276 193 1217 51 69 611 222  
 Saturation Flow Module:  
 Sat/Lane: 1900  
 Adjustment: 0.95 0.98  
 Lanes: 1.00 0.85 0.15 1.00  
 Final Sat.: 1805 1572 284 1805 1900 1615 1702 1792 1523 1702 1792 1523 1702 1792 1523 1702 1792 1523 1702 1792 1523 1702 1792 1523 1702  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.49 0.49 0.26 0.76 0.17 0.11 0.68 0.03 0.04 0.34 0.15  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.31 0.31 0.16 0.44 0.54 0.10 0.39 0.42 0.03 0.32 0.48  
 Volume/Cap: 0.19 1.60 1.60 1.60 1.74 0.32 1.08 1.74 0.08 1.42 1.08 0.31  
 Delay/Veh: 51.7 314 314.5 329.6 366 13.5 138.0 369 18.3 325.5 98.0 17.2  
 User DelAdj: 1.00  
 AdjDel/Veh: 51.7 314 314.5 329.6 366 13.5 138.0 369 18.3 325.5 98.0 17.2  
 HCMkKavg: 1 72 72 39 121 5 12 102 1 30 4  
 \*\*\*\*\*

2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #44 SR-16 / Grant Lane  
 Level Of Service Computation Report  
 Critical Vol./Cap. (X): 2.110  
 Cycle (sec): 140  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 478.9  
 Optimal Cycle: OPTIMIZED  
 Level Of Service: F  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L-T-R L-T-R L-T-R L-T-R L-T-R  
 Control: Split Phase Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 7 7 7 7 7 7 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1  
 Volume Module:  
 Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Growth Adj: 1.00  
 Initial Bse: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Added Vol: 0 0 9 0 0 0 0 83 0 9 76 0  
 PasserByVol: 0  
 Initial Fut: 0 615 87 178 887 149 214 1486 64 93 694 103  
 User Adj: 1.00  
 PHF Adj: 1.00  
 PHF Volume: 0 615 87 178 887 149 214 1486 64 93 694 103  
 Reduct Vol: 0  
 Reduced Vol: 0 615 87 178 887 149 214 1486 64 93 694 103  
 PCE Adj: 1.00  
 MLF Adj: 1.00  
 Final Vol: 0 615 87 178 887 149 214 1486 64 93 694 103  
 Saturation Flow Module:  
 Sat/Lane: 1900  
 Adjustment: 1.00 0.98  
 Lanes: 0.00 0.88 0.12 0.15 0.73 0.12 1.00 0.96 0.04 1.00 0.87 0.13  
 Final Sat.: 0 1636 231 272 1355 228 1753 1758 76 1753 1576 234  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.38 0.38 0.65 0.65 0.12 0.85 0.85 0.05 0.44 0.44  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.18 0.18 0.31 0.31 0.09 0.40 0.40 0.03 0.33 0.33  
 Volume/Cap: 0.00 2.11  
 Delay/Veh: 0.0 567 566.9 553.5 553.5 244.4 546 545.9 635.8 202 202.5  
 User DelAdj: 1.00  
 AdjDel/Veh: 0.0 567 566.9 553.5 553.5 244.4 546 545.9 635.8 202 202.5  
 HCMkKavg: 0 75 75 130 130 18 164 164 12 59 59  
 \*\*\*\*\*

Level of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #46 SR-16 / Excelsior  
 Average Delay (sec/veh): OVRFLOW Worst Case Level of Service: F (xxxxx)  
 Optimal Cycle: OPTIMIZED Level of Service: F  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 1 0 0 0 0 1 0 0 0 1 0 0 1 0 1 0

Volume Module:

Base Vol:	43	103	137	22	312	173	195	1291	268	135	698	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	103	137	22	312	173	195	1291	268	135	698	41
Added Vol:	0	0	2	1	0	0	0	54	0	2	50	1
PasserByVol:	0	0	0	0	0	0	0	-3	0	0	0	0
Initial Fut:	43	103	139	23	312	173	195	1342	268	137	748	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	103	139	23	312	173	195	1342	268	137	748	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	43	103	139	23	312	173	195	1342	268	137	748	42

Critical Gap Module:  
 Critical Gap: 7.1 6.5 6.2 7.1 6.5 6.2 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx  
 Followupprim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx  
 Capacity Module:  
 Cnflct Vol: 3152 2930 1476 3030 3043 769 790 xxxxx xxxxx 1610 xxxxx xxxxx  
 Potent Cap: 7 15 157 8 13 404 813 xxxxx xxxxx 394 xxxxx xxxxx  
 Move Cap: 0 8 157 0 6 404 813 xxxxx xxxxx 394 xxxxx xxxxx  
 Volume/Cap: xxx13.52 0.89 xxx48.58 0.43 0.24 xxxxx xxxxx 0.35 xxxxx xxxxx

Level of Service Module:  
 Queue: xxxxxx xxxxx xxxxx xxxxx xxxxx 0.9 xxxxx xxxxx 1.5 xxxxx xxxxx  
 Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 10.8 xxxxx xxxxx 18.9 xxxxx xxxxx  
 LOS by Move: \* \* \* \* \* B \* \* \* \* \* C \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: xxxxx 0 xxxxx xxxxx 0 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: xxxxxx xxxxxx xxxxxx  
 ApproachLOS: F F F

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #47 SR-16 / Bradshaw  
 Cycle (sec): 90 Critical Vol./Cap. (X): 1.482  
 Lost Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 185.5  
 Optimal Cycle: OPTIMIZED Level of Service: F  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Lanes: 1 0 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1 0 1

Volume Module:

Base Vol:	135	931	94	458	1453	672	425	1152	169	121	639	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	931	94	458	1453	672	425	1152	169	121	639	213
Added Vol:	0	0	2	7	0	0	0	45	0	2	41	6
PasserByVol:	0	0	0	0	0	0	0	-3	0	0	0	0
Initial Fut:	135	931	96	465	1453	672	425	1194	169	123	680	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	931	96	465	1453	672	425	1194	169	123	680	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	135	931	96	465	1453	672	425	1194	169	123	680	219

Saturation Flow Module:  
 Sat/Lane: 1900 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 0.85 0.82 1.26 1.48 0.80 0.90 0.94 0.80  
 Lanes: 1.00 1.81 0.19 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1805 3227 333 1805 3610 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.29 0.29 0.26 0.40 0.42 0.25 0.67 0.11 0.07 0.38 0.14  
 Crit Moves: \* \* \* \* \*  
 Green/Cycle: 0.06 0.19 0.19 0.17 0.31 0.51 0.20 0.45 0.51 0.05 0.30 0.47  
 Volume/Cap: 1.30 1.48 1.48 1.48 1.30 0.82 1.26 1.48 0.22 1.48 1.26 0.30  
 Delay/Veh: 229.3 261.261.1 270.7 171 25.1 176.1 249 12.4 313.4 164 14.8  
 User Del/del: 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: 229.3 261.261.1 270.7 171 25.1 176.1 249 12.4 313.4 164 14.8  
 HCMXAVG: 10 36 36 35 43 18 26 81 3 11 39 4

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 Ione Casino  
 Cumulative Plus Alternative B - Saturday  
 PM Peak Hour  
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Scenario: Cum Plus Alt B Sat  
 Command: Cum Plus Alt B Sat  
 Volume: Cum Plus Alt B Sat  
 Geometry: Cumulative  
 Impact Fee: Existing  
 Trip Generation: Cum Plus Alt B Sat  
 Trip Distribution: Default  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

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 Ione Casino  
 Cumulative Plus Alternative B - Saturday  
 PM Peak Hour  
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Trip Generation Report

Forecast for Cum Plus Alt B Sat

Zone #	Subzone	Amount	Units	Rate		Trips		Total % Of	
				In	Out	In	Out	In	Out
1	Ione Casino-	1.00	Ione Casino	351.00	344.00	351	344	695	100.0
	Zone 1 Subtotal					351	344	695	100.0
				TOTAL		351	344	695	100.0



Ione Casino  
 Cumulative Plus Alternative B - Saturday  
 PM Peak Hour

Trip Distribution Report

Percent Of Trips Default

Zone	1	2	3	4	5	6	7	8	9	10	11
	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
	12	13	14	15	16	17	18	19	20	21	22
	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
To Gates	23	24	25	26							
Zone	1	0.1	0.8	1.4	1.6						

Ione Casino  
 Cumulative Plus Alternative B - Saturday  
 PM Peak Hour

Turning Movement Report

Cum Plus Alt B Sat

Volume Type	Northbound Left	Northbound Right	Southbound Left	Southbound Right	Eastbound Left	Eastbound Right	Westbound Left	Westbound Right	Total
#1 Latrobe / Old Sacramento	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0
Added	0	0	25	0	0	0	0	0	25
Total	0	0	25	0	0	0	0	0	25
#2 Main / Sherwood	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	21	5	0	20
Total	5	0	0	0	0	21	5	0	31
#3 Main / Empire	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	17	4	0	16	21
Total	4	0	0	0	17	4	0	16	35
#4 Main / Poplar	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	13	4	0	13	17
Total	4	0	0	0	13	4	0	13	21
#5 Main / Mill	0	0	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	13	0	0	13	13
Total	0	0	0	0	13	0	0	13	13
#6 SR-49 / Miller Way	24	258	0	190	8	2	0	35	0
Base	0	70	0	71	0	0	0	0	141
Added	0	-4	0	-5	0	0	0	0	-9
PassBy	24	324	0	256	8	2	0	35	649
Total	24	324	0	256	8	2	0	35	649
#7 SR-49 / Main-Fiddletown	59	200	175	19	175	23	27	58	45
Base	13	70	1	0	72	0	0	13	1
Added	0	-4	0	0	-5	0	0	0	0
PassBy	72	266	176	19	242	23	27	58	58
Total	72	266	176	19	242	23	27	58	243
#8 SR-49 / Poplar	41	447	0	0	476	6	8	0	53
Base	4	85	0	0	87	0	0	4	0
Added	0	-4	0	0	-5	0	0	0	-9
PassBy	45	528	0	0	558	6	8	0	57
Total	45	528	0	0	558	6	8	0	570

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Volume Type	Northbound			Eastbound			Westbound			Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
<b>#9 SR-49 / Empire</b>													
Base	81	452	5	2	524	16	28	0	265	5	3	0	1381
Added	9	89	0	0	91	0	0	10	0	0	0	0	199
PassBy	0	-4	0	0	-5	0	0	0	0	0	0	0	-9
Total	90	537	5	2	610	16	28	0	275	5	3	0	1571
<b>#10 SR-49 / SR-16</b>													
Base	417	0	166	0	0	0	0	228	259	276	343	0	1689
Added	0	0	18	0	0	0	0	232	0	17	228	0	495
PassBy	0	0	0	0	0	0	-4	0	-4	-5	0	0	-9
Total	417	0	184	0	0	0	0	456	259	288	571	0	2175
<b>#11 SR-49 / Main (Drytown)</b>													
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
<b>#12 SR-49 / Water-Amador Creek</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	7	0	0	0	0	0	0	0	6	0	0	0	13
Total	7	0	0	0	0	0	0	0	6	0	0	0	13
<b>#13 SR-49 / Gopher Flat</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	0	0	1	5	0	1	5	0	13
Total	6	0	0	0	0	0	1	5	0	1	5	0	13
<b>#14 SR-49 / Eureka</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	5	0	0	0	0	0	0	0	11
Total	6	0	0	0	5	0	0	0	0	0	0	0	11
<b>#15 SR-49 / Church</b>													
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
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	9	0	0	9	4	5	0	0	0	0	0	27
Total	0	9	0	0	9	4	5	0	0	0	0	0	27
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>													
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

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Volume Type	Northbound			Eastbound			Westbound			Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
<b>#18 SR-49 / SR-88 (North)</b>													
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
<b>#19 SR-49 / Sutter</b>													
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	16
Total	0	8	0	0	8	0	0	0	0	0	0	0	16
<b>#20 SR-49 / Hoffman</b>													
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	16
Total	0	8	0	0	8	0	0	0	0	0	0	0	16
<b>#21 SR-49 / Main (Jackson)</b>													
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
<b>#22 SR-49 / SR-88 (South)</b>													
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
<b>#23 SR-16 / SR-124</b>													
Base	16	0	86	0	0	0	0	0	401	25	79	681	1288
Added	0	0	108	0	0	0	0	125	0	106	122	0	461
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	16	0	194	0	0	0	0	522	25	185	803	0	1745
<b>#24 SR-16 / Latrobe (Amador)</b>													
Base	0	0	0	0	101	0	6	329	0	0	484	179	1105
Added	0	0	0	0	0	0	0	125	0	0	122	0	247
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	0	0	0	0	101	0	6	450	0	0	606	179	1348
<b>#25 SR-104 (Preston) / SR-124 (North)</b>													
Base	171	248	106	32	226	22	28	33	100	115	76	30	1187
Added	0	0	105	3	0	0	0	0	0	103	0	3	214
Total	171	248	211	35	226	22	28	33	100	218	76	33	1401
<b>#26 SR-104 (Main) / SR-124 (Church)</b>													
Base	133	10	18	3	5	13	5	251	231	23	306	2	1000
Added	103	0	0	0	0	0	0	1	101	0	1	0	206
Total	236	10	18	3	5	13	5	252	332	23	307	2	1206

Ione Casino  
Cumulative Plus Alternative B - Saturday  
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	5	0	4	0	9
Total	0	0	0	0	5	0	4	0	9

#28 SR-88 / SR-124

Base	0	0	0	6	0	193	129	482	0
Added	0	0	0	0	0	96	98	5	0
Total	0	0	0	6	0	289	227	487	0

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

Base	0	0	0	91	0	573	561	394	0
Added	0	0	0	0	0	81	83	0	0
Total	0	0	0	91	0	654	644	394	0

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

Base	26	673	1	3	536	256	295	1	26
Added	0	55	0	0	54	22	23	0	0
Total	26	728	1	3	590	278	318	1	26

#31 SR-88 / Kettleman

Base	29	524	5	7	440	101	182	49	26
Added	0	48	0	0	47	7	7	0	0
Total	29	572	5	7	487	108	189	49	26

#32 SR-12 / SR-99 SB Ramps

Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	2	0	2

#33 SR-12 / SR-99 NB Ramps

Base	0	0	0	0	0	0	0	0	0
Added	0	0	21	0	0	0	0	2	0
Total	0	0	21	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	6	0	12	0	6
Total	0	0	0	0	6	0	12	0	6

#35 Kettleman / SR-99 NB Ramps

Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	6	6	0	6
Total	0	0	0	0	0	6	6	0	6

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

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

#36 SR-49 / Pleasant Valley

Base	203	0	273	0	0	0	355	187	217
Added	14	0	55	0	0	0	14	56	0
Total	217	0	328	0	0	0	355	201	273

#37 SR-16 / Ione

Base	97	0	6	0	0	0	353	123	7
Added	0	0	0	0	0	0	124	0	0
Total	97	0	6	0	0	0	473	123	7

#38 SR-16 / Murietta South Pkwy

Base	0	2	0	4	0	117	170	487	2
Added	0	0	0	0	0	0	124	0	0
Total	0	2	0	4	0	117	170	487	2

#39 SR-16 / Murietta Pkwy

Base	134	169	65	43	162	190	242	551	145
Added	0	0	0	0	0	0	124	0	0
Total	134	169	65	43	162	190	242	671	145

#40 SR-16 / Stone House

Base	0	0	0	125	0	81	41	819	0
Added	0	0	0	0	0	0	124	0	0
Total	0	0	0	125	0	81	41	939	0

#41 SR-16 / Latrobe (Sac)

Base	13	0	2	2	0	24	20	876	7
Added	0	0	0	0	0	0	124	0	0
Total	13	0	2	2	0	24	20	996	7

#42 SR-16 / Billard

Base	137	0	87	0	0	0	811	133	96
Added	0	0	2	0	0	0	122	0	2
Total	137	0	89	0	0	0	929	133	98

#43 SR-16 / Sloughhouse

Base	0	0	55	0	0	0	963	10	45
Added	0	0	0	0	0	0	122	0	0
Total	0	0	55	0	0	0	1081	10	45

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Volume Northbound		Southbound		Eastbound		Westbound		Total	
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
<b>#44 SR-16 / Grant Line</b>									
Base	13	336	64	60	280	130	74	854	9
Added	0	0	12	0	0	0	0	110	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	13	336	76	60	280	130	74	960	9
<b>#45 SR-16 / Sunrise</b>									
Base	15	459	78	337	588	146	127	529	22
Added	0	0	6	28	0	0	0	76	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	15	459	84	365	588	146	127	601	22
<b>#46 SR-16 / Excelsior</b>									
Base	50	74	62	43	122	158	144	563	92
Added	0	0	3	1	0	0	0	71	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	50	74	65	44	122	158	144	630	92
<b>#47 SR-16 / Bradshaw</b>									
Base	108	710	63	386	920	227	268	388	107
Added	0	0	3	9	0	0	0	59	0
PassBy	0	0	0	0	0	0	0	-4	0
Total	108	710	66	395	920	227	268	443	107
<b>#101 SR-49 / Project Access</b>									
Base	0	538	0	0	794	0	0	0	0
Added	0	0	150	101	0	0	0	147	0
PassBy	0	-4	0	0	-5	0	0	0	0
Total	0	534	150	101	789	0	0	147	0
<b>#174 SR-49 / Project Service Access</b>									
Base	0	538	0	0	794	0	0	0	0
Added	0	150	100	0	147	0	0	98	0
PassBy	0	-2	0	0	-5	0	0	0	0
Total	0	686	100	0	936	0	0	98	0
<b>#176 Internal Project Intersection</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	100	0	0	0	0	251	0
PassBy	0	0	0	0	0	0	0	0	0
Total	0	0	100	0	0	0	0	251	0

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	24	258	0	0	190	8	2	0	35	0	0	0
7 SR-49 / Main-	59	200	175	19	175	23	27	58	45	242	122	22
8 SR-49 / Popla	41	447	0	0	476	6	8	0	53	0	0	0
9 SR-49 / Empir	81	452	5	2	524	16	28	0	265	5	3	0
10 SR-49 / SR-16	417	0	166	0	0	0	0	228	259	276	343	0
23 SR-16 / SR-12	16	0	86	0	0	0	0	401	25	79	681	0
24 SR-16 / Latro	0	0	0	0	101	0	6	6	329	0	484	179
25 SR-104 (Prest	171	248	106	32	226	22	28	33	100	115	76	30
26 SR-104 (Main)	133	10	18	3	5	13	5	251	231	23	306	2
28 SR-88 / SR-12	0	0	0	0	6	0	193	129	482	0	0	456
101 SR-49 / Proje	0	538	0	0	794	0	0	0	0	0	0	0
174 SR-49 / Proje	0	538	0	0	794	0	0	0	0	0	0	0

Intersection Volume Report  
Base Volume Alternative

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative B - Saturday  
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	24	324	0	0	256	8	2	0	35	0	0	0
7 SR-49 / Main-	72	266	176	19	242	23	27	58	58	243	122	22
8 SR-49 / Poplar	45	528	0	0	558	6	8	0	57	0	0	0
9 SR-49 / Empir	90	537	5	2	610	16	28	0	275	5	3	0
10 SR-49 / SR-16	417	0	184	0	0	0	0	456	259	288	571	0
23 SR-16 / SR-12	16	0	194	0	0	0	0	522	25	195	803	0
24 SR-16 / Latro	0	0	101	0	6	6	6	450	0	0	606	179
25 SR-104 (Prest)	171	248	211	35	226	22	28	33	100	218	76	33
26 SR-104 (Main)	236	10	18	3	5	13	5	252	332	23	307	2
28 SR-88 / SR-12	0	0	0	6	0	289	227	487	0	0	460	3
101 SR-49 / Proje	0	534	150	101	789	0	0	0	0	0	147	0
174 SR-49 / Proje	0	686	100	0	936	0	0	0	0	0	98	0

Intersection	Base			Future			Change in
	LOS	Veh	C	LOS	Veh	C	
# 6 SR-49 / Miller Way	A	9.7	0.000	F	172.2	0.000	+ 0.525 D/V
# 7 SR-49 / Main-Fiddletown	F	172.2	0.000	F	372.9	0.000	+200.704 D/V
# 8 SR-49 / Poplar	B	13.6	0.000	C	15.3	0.000	+ 1.669 D/V
# 9 SR-49 / Empire	F	72.1	0.000	F	140.1	0.000	+88.045 D/V
# 10 SR-49 / SR-16	F	509.9	0.000	F	OVRFL	0.000	+881.983 D/V
# 23 SR-16 / SR-124	B	14.9	0.000	C	20.9	0.000	+ 6.037 D/V
# 24 SR-16 / Latrobe (Amador)	D	25.1	0.000	E	42.4	0.000	+17.250 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	392.4	0.000	F	OVRFL	0.000	+650.665 D/V
# 26 SR-104 (Main) / SR-124 (Church)	D	33.1	0.000	F	124.8	0.000	+91.695 D/V
# 28 SR-88 / SR-124	C	15.4	0.000	C	19.3	0.000	+ 3.961 D/V
#101 SR-49 / Project Access	A	0.0	0.000	F	335.0	0.000	+334.952 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	F	286.2	0.000	+286.233 D/V

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Signal Warrant Summary Report

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

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Signal Warrant Report

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

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0 0  
 Final Vol.: 26 350 0 0 276 9 2 0 38 0 0 0 0  
 ApproachDel: xxxxxx xxxxxx 10.2 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=40]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=701]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Signal Warrant Report

Intersection #7 SR-49 / Main-Fiddletown

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
Movement:	0	1	0	0	0	0	0	0	0	0	0	0
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0	1	0	0	0	0	0	0	0	0	0	0
Final Vol.:	73	271	179	19	247	23	28	59	59	248	124	22
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx

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=146]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1354]

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=40.9]

SUCCESS - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=394]

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

Signal Warrant Rule #3: [approach count=6] [total volume=1354]

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

Ione Casino  
Cumulative Plus Alternative B - 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	0	1	0	0	0	0	0	0	0	0	0	0
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0	1	0	0	0	0	0	0	0	0	0	0
Final Vol.:	48	559	0	0	591	6	8	0	60	0	0	0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx

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

Signal Warrant Rule #1: [vehicle-hours=0.3]

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

Signal Warrant Rule #2: [approach volume=69]

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

Signal Warrant Rule #3: [approach count=3] [total volume=1273]

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

Ione Casino  
Cumulative Plus Alternative B - 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 0 1 0 0 0 1 0 1 0 0 0  
 Final Vol.: 99 592 6 2 673 18 31 0 303 6 3 0  
 ApproachDel: xxxxxx xxxxxx 30.7 140.1  
 \*\*\*\*\*  
 Approach[eastbound] [lanes=2] [control=stop]  
 Signal Warrant Rule #1: [vehicle-hours=2.8]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=334]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1732]  
 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=0.3]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=9]  
 \*\*\*\*\*  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1732]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative Plus Alternative B - 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 0  
 Final Vol.: 429 0 189 0 0 0 0 0 0 0 470 267 297 588 0  
 ApproachDel: 1391.9 xxxxxx xxxxxx  
 \*\*\*\*\*  
 Approach[northbound] [lanes=2] [control=stop]  
 Signal Warrant Rule #1: [vehicle-hours=239.3]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=619]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2240]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Approach[westbound] [lanes=1] [control=stop]  
 Signal Warrant Rule #1: [vehicle-hours=0.3]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=9]  
 \*\*\*\*\*  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1732]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.



Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Signal Warrant Report  
\*\*\*\*\*  
Intersection #23 SR-16 / SR-124  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Uncontrolled Uncontrolled Uncontrolled  
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0  
Final Vol.: 17 0 210 0 0 0 0 0 565 27 200 869  
ApproachDel: 20.9 xxxxxx xxxxxx  
ApproachDel: 20.9 xxxxxx xxxxxx

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=227]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=189]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Signal Warrant Report  
\*\*\*\*\*  
Intersection #24 SR-16 / Istrobs (Amador)  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Uncontrolled Uncontrolled Uncontrolled  
Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 1 0  
Final Vol.: 0 0 0 0 107 0 6 6 476 0 0 641 189  
ApproachDel: xxxxxx 42.4 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=113]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=1425]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Signal Warrant Report  
 Intersection #25 SR-104 (Preston) / SR-124 (North)  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0	0 0 1 0 0
Final Vol.:	190 276 235	39 252 24	31 37 111	243 85 37
ApproachDel:	xxxxxx	xxxxxx	61.9	1043.1

Approach(eastbound) (lanes=1) (control=Stop)  
 Signal Warrant Rule #1: (vehicle-hours=3.1)  
 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 #2: (approach count=4) (total volume=1560)  
 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=105.5)  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: (approach volume=364)  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: (approach count=4) (total volume=1560)  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Signal Warrant Report  
 Intersection #26 SR-104 (Main) / SR-124 (Church)  
 Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
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.:	259 11	20 3 5 14	5 276 364	25 337 2
ApproachDel:	124.8	14.8	xxxxxx	xxxxxx

Approach(northbound) (lanes=1) (control=Stop)  
 Signal Warrant Rule #1: (vehicle-hours=10.0)  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: (approach volume=289)  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: (approach count=4) (total volume=1322)  
 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=23)  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: (approach count=4) (total volume=1322)  
 SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Signal Warrant Report  
\*\*\*\*\*  
Intersection #28 SR-68 / SR-124  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Uncontrolled Uncontrolled Uncontrolled  
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0  
Final Vol.: 0 0 0 0 6 0 0 309 243 521 0 0 492 3  
ApproachDel: xxxxxx 19.3 xxxxxx xxxxxx

Approach[southbound] [lanes=2] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=1.7]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=316]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=1574]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Signal Warrant Report  
\*\*\*\*\*  
Intersection #101 SR-49 / Project Access  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
Lanes: 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1  
Final Vol.: 0 589 165 111 870 0 0 0 0 0 0 0 162 0 109  
ApproachDel: xxxxxx xxxxxx xxxxxx

Approach[westbound] [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=271]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=2007]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B - 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 0 0 1 0 0 0 0 1  
 Final Vol.: 0 756 110 0 1032 0 0 0 0 0 0 0 0 108 0 0 0  
 ApproachDel: xxxxxx xxxxxx  
 Approach[westbound] [lanes=2] [control=Stop] 286.2  
 Signal Warrant Rule #1: [vehicle-hours=8.6]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=108]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2007]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Alternative B - 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): 0.9 Worst Case Level Of Service: B [10.2]  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Lanes: 1 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 24 258 0 0 190 8 2 0 35 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 24 258 0 0 190 8 2 0 35 0 0 0  
 Added Vol: 0 70 0 0 71 0 0 0 0 0 0 0  
 PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0 0  
 Initial Fut: 24 324 0 0 256 8 2 0 35 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: 26 350 0 0 276 9 2 0 38 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 26 350 0 0 276 9 2 0 38 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: 285 xxxxx xxxxx xxxxx xxxxx 683 xxxxx 281 xxxxx xxxxx xxxxx  
 Potent Cap.: 1243 xxxxx xxxxx xxxxx xxxxx 418 xxxxx 763 xxxxx xxxxx xxxxx  
 Move Cap.: 1243 xxxxx xxxxx xxxxx xxxxx 412 xxxxx 763 xxxxx xxxxx xxxxx  
 Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx 0.05 xxxxx xxxxx xxxxx  
 Level Of Service Module:  
 Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Stopped Del: 8.0 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 \* xxxxxx \* xxxxxx \*  
 ApproachLOS: \* \* \* \* \* 10.2 B

Ione Casino  
Cumulative Plus Alternative B - 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): 111.7 Worst Case Level Of Service: F[372.9]

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

Volume Module:  
Base Vol: 59 200 175 19 175 23 27 58 45 242 122 22  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 59 200 175 19 175 23 27 58 45 242 122 22  
Added Vol: 13 70 1 0 0 72 0 0 0 13 1 0 0 0  
PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0 0 0 0  
Initial Fut: 72 266 176 19 242 23 27 58 58 243 122 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
PHF Volume: 73 271 179 19 247 23 28 59 59 248 124 22  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 73 271 179 19 247 23 28 59 59 248 124 22

Critical Gap Module:  
Critical Gp: 4.2 xxxxxx 4.2 xxxxxx 7.1 6.5 6.2 7.1 6.5 6.2  
Critical Gp: 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: 270 xxxxxx 451 xxxxxx 878 894 258 864 817 361  
Potential Cap.: 1259 xxxxxx 1079 xxxxxx 271 282 785 277 313 688  
Move Cap.: 1259 xxxxxx 1079 xxxxxx 164 260 785 199 289 688  
Volume/Cap: 0.06 xxxxxx 0.02 xxxxxx 0.17 0.23 0.08 1.24 0.43 0.03

Level Of Service Module:  
Queue: 0.2 xxxxxx 0.1 xxxxxx xxxxxx 0.2 xxxxxx xxxxxx  
Stopped Del: 8.0 xxxxxx 8.4 xxxxxx xxxxxx 10.0 xxxxxx xxxxxx  
LOS by Move: A \* \* \* A \* \* \* A \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxxx xxxxxx xxxxxx 220 xxxxxx xxxxxx 231 xxxxxx  
SharedQueue: xxxxxx xxxxxx xxxxxx 1.8 xxxxxx xxxxxx 26.1 xxxxxx  
Shrd StpDel: xxxxxx xxxxxx xxxxxx 31.7 xxxxxx xxxxxx 373 xxxxxx  
Shared LOS: \* \* \* \* \* D \* \* \* \* \* F \* \* \*  
ApproachDel: xxxxxx xxxxxx 22.9 C  
ApproachLOS: \* \* \* \* \* F

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

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

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C(15.3)

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

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

Volume Module:  
Base Vol: 41 447 0 0 476 6 8 0 53 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  
Initial Bse: 41 447 0 0 476 6 8 0 53 0 0  
Added Vol: 4 85 0 0 87 0 0 0 4 0 0  
PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0  
Initial Fut: 45 528 0 0 558 6 8 0 57 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 48 559 0 0 591 6 8 0 60 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 48 559 0 0 591 6 8 0 60 0 0

Critical Gap Module:  
Critical Gp: 4.2 xxxxxx xxxxxx xxxxxx 6.4 xxxxxx 6.2 xxxxxx xxxxxx  
Critical Gp: 4.2 xxxxxx xxxxxx xxxxxx 6.4 xxxxxx 6.2 xxxxxx xxxxxx  
FollowUpTim: 2.3 xxxxxx xxxxxx xxxxxx 3.5 xxxxxx 3.3 xxxxxx xxxxxx

Capacity Module:  
Conflict Vol: 597 xxxxxx xxxxxx xxxxxx 1249 xxxxxx 594 xxxxxx xxxxxx  
Potential Cap.: 950 xxxxxx xxxxxx xxxxxx 193 xxxxxx 508 xxxxxx xxxxxx  
Move Cap.: 950 xxxxxx xxxxxx xxxxxx 185 xxxxxx 508 xxxxxx xxxxxx  
Volume/Cap: 0.05 xxxxxx xxxxxx xxxxxx 0.05 xxxxxx 0.12 xxxxxx xxxxxx

Level Of Service Module:  
Queue: 0.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Stopped Del: 9.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
LOS by Move: A \* \* \* A \* \* \* A \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxxx xxxxxx xxxxxx 419 xxxxxx xxxxxx xxxxxx  
SharedQueue: 0.2 xxxxxx xxxxxx xxxxxx xxxxxx 0.6 xxxxxx xxxxxx  
Shrd StpDel: 9.0 xxxxxx xxxxxx xxxxxx xxxxxx 15.3 xxxxxx xxxxxx  
Shared LOS: \* \* \* \* \* C \* \* \* \* \*  
ApproachDel: xxxxxx xxxxxx 15.3 C  
ApproachLOS: \* \* \* \* \* C



Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

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

Intersection #24 SR-16 / Latrobe (Amador)

Average Delay (sec/veh): 3.4 Worst Case Level of Service: E [42.4]

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

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

Volume Module:

Base Vol: 0 0 0 101 0 6 6 329 0 0 484 179  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 101 0 6 6 329 0 0 484 179  
Added Vol: 0 0 0 0 0 0 0 125 0 0 122 0  
PasserByVol: 0 0 0 0 0 0 0 0 -4 0 0 0  
Initial Fut: 0 0 0 101 0 6 6 450 0 0 606 179  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 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 0 107 0 6 6 476 0 0 641 189  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 107 0 6 6 476 0 0 641 189

Critical Gap Module:

Critical Gap: 6.4 xxxx 6.4 xxxx 6.2 4.1 xxxx xxxx xxxx xxxx xxxx  
FollowupPrm: 3.5 xxxx 3.3 2.2 xxxx xxxx xxxx xxxx xxxx

Capacity Module:

Cnflct Vol: 830 xxxx 735  
Potent Cap.: 200 xxxx 423 798 xxxx  
Move Cap.: 199 xxxx 423 798 xxxx  
Volume/Cap: 0.54 xxxx 0.02 0.01 xxxx

Level of Service Module:

Queue: 0.0 xxxx 0.0 xxxx 0.0 xxxx 0.0 xxxx  
Stopped Del: 73.7 xxxx 16.6 xxxx 16.6 xxxx 16.6 xxxx

LOS by Move: F C A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxx xxxx xxxx xxxx 205 xxxx  
Shared Queue: xxxx xxxx xxxx 2.9 xxxx  
Shrd StpDel: xxxx 42.4 xxxx 9.5 xxxx

Shared LOS: \* \* \* \* \*  
ApproachDel: 20.9 C xxxxxx 42.4 E xxxxxx  
ApproachLOS: C xxxxxx E xxxxxx

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

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

Intersection #23 SR-16 / SR-124

Average Delay (sec/veh): 3.5 Worst Case Level of Service: C [20.9]

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: Channel Channel

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

Volume Module:

Base Vol: 16 0 86 0 0 0 401 25 79 681 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 16 0 86 0 0 0 401 25 79 681 0  
Added Vol: 0 0 108 0 0 0 125 0 106 122 0  
PasserByVol: 0 0 0 0 0 0 -4 0 0 0 0  
Initial Fut: 16 0 194 0 0 0 522 25 185 803 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 17 0 210 0 0 0 565 27 200 869 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 17 0 210 0 0 0 565 27 200 869 0

Critical Gap Module:

Critical Gap: 6.4 xxxx 6.3 xxxx 4.2 xxxx 4.2 xxxx  
FollowupPrm: 3.5 xxxx 3.3 xxxx 2.3 xxxx 2.3 xxxx

Capacity Module:

Cnflct Vol: 565 xxxx 565 xxxx 565 xxxx 565 xxxx  
Potent Cap.: 519 xxxx 519 xxxx 519 xxxx 519 xxxx  
Move Cap.: 519 xxxx 519 xxxx 519 xxxx 519 xxxx  
Volume/Cap: 0.25 xxxx 0.20 xxxx 0.20 xxxx 0.20 xxxx

Level of Service Module:

Queue: 0.9 xxxx 1.9 xxxx 0.8 xxxx 0.8 xxxx  
Stopped Del: 73.7 xxxx 16.6 xxxx 16.6 xxxx 16.6 xxxx

LOS by Move: F C A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxx xxxx xxxx xxxx 978 xxxx  
Shared Queue: xxxx xxxx xxxx 978 xxxx  
Shrd StpDel: xxxx 20.9 xxxx 9.6 xxxx

Shared LOS: \* \* \* \* \*  
ApproachDel: 20.9 C xxxxxx 20.9 C xxxxxx  
ApproachLOS: C xxxxxx C xxxxxx

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

Average Delay (sec/veh): 27.8 Worst Case Level Of Service: F(12.8)  
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 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0

Volume Module:  
Base Vol: 133 10 18 3 5 13 5 251 231 23 306 2  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Capacity Module:  
Conflict Vol: 867 859 458 873 1039 338 339 xxxxx xxxxxx 640 xxxx xxxxxx  
Potential Cap: 270 291 596 267 228 698 1198 xxxxx xxxxxx 925 xxxx xxxxxx

Level Of Service Module:  
Queue: xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxxx 0.1 xxxxx xxxxxx  
Stopped Del: xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 8.0 xxxxx xxxxxx 9.0 xxxxx xxxxxx

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

Average Delay (sec/veh): 251.8 Worst Case Level Of Service: F(1043.1)  
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 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0

Volume Module:  
Base Vol: 171 248 106 32 226 22 28 33 100 115 76 30  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Capacity Module:  
Conflict Vol: 276 xxxxx xxxxx 511 xxxxx xxxxx 1177 1234 264 1190 1129 394  
Potential Cap: 1264 xxxxx xxxxx 1034 xxxxx xxxxx 169 178 780 162 201 649

Level Of Service Module:  
Queue: 0.5 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: 8.4 xxxxx xxxxx 8.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx



Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

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

Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: C [19.3]

Approach: North Bound South Bound East Bound West Bound

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

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled

Rights: Include Channel Include Include

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

Volume Module:

Base Vol: 0 0 0 0 193 129 482 0 0 456 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 0 193 129 482 0 0 456 3  
Added Vol: 0 0 0 0 96 98 5 0 0 4 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 0 289 227 487 0 0 460 3  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
PHF Volume: 0 0 0 0 309 243 521 0 0 492 3  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 0 309 243 521 0 0 492 3

Critical Gap Module:

Critical Gap:xxxx xxxxxxxx 6.5 xxx 6.3 4.2 xxx xxxxxx xxxxxx xxxxxx

FollowupTime:xxxx xxxxxxxx 3.6 xxx 3.4 2.3 xxx xxxxxx xxxxxx xxxxxx

Capacity Module:

Conflict Vol: xxx xxxxxx 1500 xxxxx 494 495 xxxxxx xxxxxx xxxxxx xxxxxx  
Potent Cap.: xxx xxxxxx xxxxxx 130 xxxxx 564 1043 xxxxxx xxxxxx xxxxxx  
Move Cap.: xxx xxxxxx xxxxxx 107 xxxxx 564 1043 xxxxxx xxxxxx xxxxxx  
Volume/Cap: xxx xxxxxx xxxxxx 0.06 xxxxx 0.55 0.23 xxxxx xxxxxx xxxxxx

Level Of Service Module:

Queue: xxxxxx xxxxxx 0.2 xxxxx 3.3 0.9 xxxxx xxxxxx xxxxxx xxxxxx

Stopped Del:xxxx xxxxxx 40.8 xxxxx 18.9 9.5 xxxxx xxxxxx xxxxxx xxxxxx

LOS by Move: \* \* \* \* \* E \* \* \* \* \* C \* \* \* \* \* A \* \* \* \* \*

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

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

Shared Queue:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Shrd StpDel:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Shared LOS: \*

ApproachDel: xxxxxx 19.3 xxxxxx xxxxxx

ApproachLOS: \* \* \* \* \* C \* \* \* \* \*

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

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

Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 45.8 Worst Case Level Of Service: F [335.0]

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign

Rights: Include Include Include Include

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

Volume Module:

Base Vol: 0 538 0 0 794 0 0 794 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  
Initial Bse: 0 538 0 0 794 0 0 794 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 150 101 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 534 150 101 789 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  
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: 0 589 165 111 870 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 589 165 111 870 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:

Critical Gap:xxxx xxxxxxxx 4.2 xxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 xxx 6.2

FollowupTime:xxxx xxxxxxxx 2.3 xxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 xxx 3.3

Capacity Module:

Conflict Vol: xxx xxxxxx xxxxxx 754 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Potent Cap.: xxx xxxxxx xxxxxx 830 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Move Cap.: xxx xxxxxx xxxxxx 830 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Volume/Cap: xxx xxxxxx xxxxxx 0.13 xxxxx xxxxxx xxxxxx xxxxxx 1.95 xxx 0.24

Level Of Service Module:

Queue: xxxxxx xxxxxx 0.5 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 14.2 xxx 0.9

Stopped Del:xxxx xxxxxx 10.0 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 550.3 xxx 15.3

LOS by Move: \* \* \* \* \* B \* \* \* \* \* A \* \* \* \* \* C \* \* \* \* \*

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

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

Shared Queue:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Shrd StpDel:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Shared LOS: \*

ApproachDel: xxxxxx xxxxxx xxxxxx 335.0

ApproachLOS: \* \* \* \* \* F \* \* \* \* \*



Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Level of Service Computation Report  
\*\*\*\*\*  
2000 HCM Unsignalized Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #28 SR-88 / SR-124  
\*\*\*\*\*  
Average Delay (sec/veh): 4.9 Worst Case Level of Service: C (17.3)  
\*\*\*\*\*  
Approach: North Bound East Bound West Bound  
\*\*\*\*\*  
Movement: L - T - R L - T - R L - T - R L - T - R  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 0 0 0 193 129 482 0 0 456 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 193 129 482 0 0 456 3  
Added Vol: 0 0 0 0 96 98 5 0 0 4  
PasserByVol: 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 289 227 487 0 0 460 3  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 289 227 487 0 0 460 3  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 6 0 289 227 487 0 0 460 3

Critical Gap Module:  
Critical Gap:xxxxx xxxxx 6.5 xxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx  
FollowUpPrim:xxxxx xxxxx 3.6 xxx 3.4 2.3 xxxxx xxxxx xxxxx xxxxx  
Capacity Module:  
Conflict Vol: 1403 xxx 462 463 xxxxx xxxxx xxxxx xxxxx  
Potent Cap.: 150 xxx 588 1072 xxxxx xxxxx xxxxx xxxxx  
Move Cap.: 125 xxx 588 1072 xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: 0.05 xxx 0.49 0.21 xxxxx xxxxx xxxxx xxxxx  
Level of Service Module:  
Queue: 0.1 xxx 2.7 0.8 xxxxx xxxxx xxxxx xxxxx  
Stopped Del:xxxxx xxx 35.2 xxx 16.9 9.3 xxxxx xxxxx xxxxx xxxxx  
LOS by Move: E C A  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Queue:xxxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel:xxxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \* \* \* \* \* 17.3 xxxxx \*  
ApproachDel: xxxxx \*  
ApproachLOS: C

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Level of Service Computation Report  
\*\*\*\*\*  
2000 HCM Unsignalized Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #29 SR-88 / SR-12 (North)  
\*\*\*\*\*  
Average Delay (sec/veh): 88.5 Worst Case Level of Service: F (260.3)  
\*\*\*\*\*  
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 1 0

Volume Module:  
Base Vol: 0 0 0 91 0 573 561 394 0 0 413 97  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 91 0 573 561 394 0 0 413 97  
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 91 0 654 644 394 0 0 413 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 91 0 654 644 394 0 0 413 97  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 91 0 654 644 394 0 0 413 97

Critical Gap Module:  
Critical Gap:xxxxx xxxxx 6.5 xxx 6.3 4.1 xxxxx xxxxx xxxxx xxxxx  
FollowUpPrim:xxxxx xxxxx 3.6 xxx 3.4 2.2 xxxxx xxxxx xxxxx xxxxx  
Capacity Module:  
Conflict Vol: 2144 xxx 462 510 xxxxx xxxxx xxxxx xxxxx  
Potent Cap.: 51 xxx 588 1045 xxxxx xxxxx xxxxx xxxxx  
Move Cap.: 26 xxx 588 1045 xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: 3.49 xxx 1.11 0.62 xxxxx xxxxx xxxxx xxxxx  
Level of Service Module:  
Queue: 11.2 xxx 20.3 4.4 xxxxx xxxxx xxxxx xxxxx  
Stopped Del:xxxxx xxx 1432 xxx 97.3 13.8 xxxxx xxxxx xxxxx xxxxx  
LOS by Move: F B F  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Queue:xxxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel:xxxxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \* \* \* \* \* 260.3 xxxxx \*  
ApproachDel: xxxxx \*  
ApproachLOS: F

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #30 SR-98 / SR-12 (South)  
Average Delay (sec/veh): 138.5 Worst Case Level Of Service: F(791.8)  
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 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: 26 673 1 3 536 256 295 1 26 1 0 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 26 673 1 3 536 256 295 1 26 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  
Initial Fut: 26 728 1 3 590 278 318 1 26 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: 26 728 1 3 590 278 318 1 26 1 0 3  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 26 728 1 3 590 278 318 1 26 1 0 3  
Critical Gap Module:  
Critical Gap: 4.1 xxxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2  
Followuprim: 2.2 xxxxxx 2.3 xxxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3

Capacity Module:  
Conflict Vol: 590 xxxxxx 729 xxxxxx 1378 1377 590 1529 xxxxx 729  
Potential Cap.: 995 xxxxxx 857 xxxxxx 121 144 504 95 xxxxx 420  
Move Cap.: 995 xxxxxx 857 xxxxxx 117 139 504 87 xxxxx 420  
Volume/Cap: 0.03 xxxxxx 0.00 xxxxxx 2.71 0.01 0.05 0.01 xxxxx 0.01  
Level Of Service Module:  
Queue: 0.1 xxxxxx 0.0 xxxxxx 0.2 xxxxxx 0.2 xxxxxx xxxxxx xxxxxx  
Stopped Del: 8.7 xxxxxx 9.2 xxxxxx xxxxxx xxxxx 12.5 xxxxxx xxxxxx xxxxxx  
LOS by Move: A \* A \* A \* B \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxxx xxxxxx xxxxxx 117 xxxxxx xxxxxx 215 xxxxxx  
Shared Queue: xxxxxx xxxxxx xxxxxx 29.3 xxxxxx xxxxxx 0.1 xxxxxx  
Shrd StpDel: xxxxxx xxxxxx xxxxxx 855.3 xxxxxx xxxxxx 22.0 xxxxxx  
Shared LOS: \* \* \* \* \* F \* \* \* \* \* C \* \* \* \* \*  
ApproachDel: xxxxxx \* \* \* \* \* F 791.8  
ApproachLOS: \* \* \* \* \* F

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #31 SR-98 / Kettleman  
Cycle (sec): 70 Critical Vol./Cap. (X): 0.666  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.8  
Optimal Cycle: OPTIMIZED  
Level Of Service: C  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Split Phase Split Phase  
Rights: Include Include  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0

Volume Module:  
Base Vol: 29 524 5 7 440 101 182 49 26 12 62 4  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 29 524 5 7 440 101 182 49 26 12 62 4  
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  
Initial Fut: 29 572 5 7 487 108 189 49 26 12 62 4  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 29 572 5 7 487 108 189 49 26 12 62 4  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
RCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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.: 29 572 5 7 487 108 189 49 26 12 62 4

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.90 0.94 0.94 0.90 0.92 0.92 0.92 0.92 0.92 0.92 0.96 0.96  
Lanes: 1.00 0.99 0.01 1.00 0.82 0.18 0.72 0.18 0.10 0.15 0.80 0.95  
Final Sat.: 1702 1774 16 1702 1427 316 1258 326 173 280 1445 93  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.32 0.32 0.00 0.34 0.34 0.15 0.15 0.15 0.04 0.04 0.04  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.04 0.48 0.48 0.04 0.48 0.48 0.21 0.21 0.21 0.10 0.10 0.10  
Volume/Cap: 0.40 0.68 0.68 0.10 0.72 0.72 0.72 0.72 0.72 0.43 0.43 0.43  
Delay/Veh: 36.2 16.4 16.4 32.8 17.6 17.6 32.4 32.4 32.4 31.2 31.2 31.2  
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: 36.2 16.4 16.4 32.8 17.6 17.6 32.4 32.4 32.4 31.2 31.2 31.2  
HCM2KAVG: 1 11 0 12 12 7 7 2 2 2

Cum Plus Alt B Sat Thu Jul 15, 2004 12:22:03 Page 19-1

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

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

Cycle (sec): 100 Critical Vol./Cap. (X): 1.005  
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 47.4  
 Optimal Cycle: 0 Level Of Service: E

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

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

Volume Module:  
 Base Vol: 203 0 273 0 0 0 0 355 187 217 301 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 203 0 273 0 0 0 0 355 187 217 301 0  
 Added Vol: 14 0 55 0 0 0 0 14 56 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 217 0 328 0 0 0 0 355 201 273 301 0  
 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: 217 0 328 0 0 0 0 355 201 273 301 0  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 217 0 328 0 0 0 0 355 201 273 301 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: 0.40 0.00 0.60 0.00 0.00 0.00 0.64 0.36 1.00 1.00 0.00  
 Final Sat.: 223 0 337 0 0 0 0 353 200 453 484 0

Capacity Analysis Module:  
 Vol/Sat: 0.97 xxxxx 0.97 xxxxx xxxxx 1.01 1.01 0.60 0.62 xxxxx  
 Crit Moves: \*\*\*

Delay/Veh: 57.0 0.0 57.0 0.0 0.0 0.0 0.0 64.9 64.9 21.6 21.2 0.0  
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 57.0 0.0 57.0 0.0 0.0 0.0 0.0 64.9 64.9 21.6 21.2 0.0  
 LOS by Move: F \* \* \* \* \* F \* \* \* \* \* F \* \* \* \* \*

ApproachDel: 57.0 xxxxxx 64.9 21.4  
 Delay Adj: 1.00 xxxxxx 1.00  
 ApprAdjDel: 57.0 xxxxxx 64.9  
 LOS by Appr: F \* \* \* \* \* F \* \* \* \* \*

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Cum Plus Alt B Sat Thu Jul 15, 2004 12:22:03 Page 20-1

Ione Casino  
Cumulative Plus Alternative B - 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): 2.6 Worst Case Level Of Service: D(31.4)

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

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

Volume Module:  
 Base Vol: 97 0 6 0 0 0 0 0 353 123 7 463 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 97 0 6 0 0 0 0 0 353 123 7 463 0  
 Added Vol: 0 0 0 0 0 0 0 0 124 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 97 0 6 0 0 0 0 0 473 123 7 585 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 97 0 6 0 0 0 0 0 473 123 7 585 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 97 0 6 0 0 0 0 0 473 123 7 585 0

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

Capacity Module:  
 Conflict Vol: 1134 xxxxx 535 xxxxx xxxxx xxxxx xxxxx xxxxx 596 xxxxx xxxxx  
 Potent Cap.: 226 xxxxx 550 xxxxx xxxxx xxxxx xxxxx xxxxx 976 xxxxx xxxxx  
 Move Cap.: 226 xxxxx 550 xxxxx xxxxx xxxxx xxxxx xxxxx 976 xxxxx xxxxx  
 Volume/Cap: 0.43 xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx

Level Of Service Module:  
 Queue: 2.0 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx  
 Stopped Del: 32.6 xxxxx 11.6 xxxxx xxxxx xxxxx xxxxx xxxxx 8.7 xxxxx xxxxx  
 LOS by Move: D \* \* \* \* \* B \* \* \* \* \* A \* \* \* \* \*

Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \*  
 ApproachDel: 31.4 xxxxxx  
 ApproachLOS: D

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Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #38 SR-16 / Marietta South Pkwy  
 \*\*\*\*\*  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.570  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.9  
 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 Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 3 0 7 7 3 0 7 7  
 Lanes: 0 1 0 0 0 1 0 0 1 1 0 0 1 0 1 0  
 Volume Module:  
 Base Vol: 0 2 0 4 0 117 170 487 2 0 530 24  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 2 0 4 0 117 170 487 2 0 530 24  
 Added Vol: 0 0 0 0 0 0 0 124 0 0 121 0  
 PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0  
 Initial Fut: 0 2 0 4 0 117 170 607 2 0 651 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 2 0 4 0 117 170 607 2 0 651 24  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 2 0 4 0 117 170 607 2 0 651 24  
 Saturation Flow Module:  
 Sat/Lane: 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 1900 0 1520 0 1615 1753 1839 6 1900 1770 65  
 Final Sat.: 0 1900 0 1520 0 1615 1753 1839 6 1900 1770 65  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.07 0.10 0.33 0.33 0.00 0.37 0.37  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.00 0.10 0.00 0.10 0.00 0.25 0.15 0.72 0.72 0.00 0.57 0.57  
 Volume/Cap: 0.00 0.01 0.00 0.03 0.00 0.29 0.65 0.46 0.46 0.00 0.65 0.65  
 Delay/Veh: 0.0 20.3 0.0 20.4 0.0 15.5 25.4 3.2 3.2 0.0 8.7 8.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 20.3 0.0 20.4 0.0 15.5 25.4 3.2 3.2 0.0 8.7 8.7  
 HCM2KAVG: 0 0 0 0 0 2 4 4 4 0 8 8  
 \*\*\*\*\*

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #39 SR-16 / Marietta Pkwy  
 \*\*\*\*\*  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.853  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.9  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Ovl Ovl Ovl Ovl  
 Min. Green: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0  
 Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0  
 Volume Module:  
 Base Vol: 134 169 65 43 162 190 242 551 145 58 546 37  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 134 169 65 43 162 190 242 551 145 58 546 37  
 Added Vol: 0 0 0 0 0 0 0 124 0 0 121 0  
 PasserByVol: 0 0 0 0 0 0 0 -4 0 0 0 0  
 Initial Fut: 134 169 65 43 162 190 242 671 145 58 667 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  
 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: 134 169 65 43 162 190 242 671 145 58 667 37  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 134 169 65 43 162 190 242 671 145 58 667 37  
 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.: 134 169 65 43 162 190 242 671 145 58 667 37  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 0.85 0.95 1.00 0.85 0.92 0.97 0.83 0.92 0.96 0.96  
 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1734 96  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.09 0.04 0.02 0.09 0.12 0.14 0.36 0.09 0.03 0.38 0.38  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.08 0.14 0.19 0.06 0.12 0.27 0.16 0.55 0.63 0.05 0.44 0.44  
 Volume/Cap: 0.87 0.63 0.21 0.39 0.73 0.43 0.87 0.66 0.15 0.66 0.87 0.87  
 Delay/Veh: 65.7 29.1 20.8 29.5 37.3 18.6 49.6 11.3 4.5 45.3 25.7 25.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 65.7 29.1 20.8 29.5 37.3 18.6 49.6 11.3 4.5 45.3 25.7 25.7  
 HCM2KAVG: 5 4 1 1 5 3 6 10 4 2 16 16  
 \*\*\*\*\*

Ione Casino
Cumulative Plus Alternative B - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #41 SR-16 / Latrobe (Sac)
Average Delay (sec/veh): 32.1 Worst Case Level Of Service: F[336.9]
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 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 0 0 0 1 0 0 0 1 1 0 0 0 0 1 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 125 0 81 41 819 0 0 781 84
Growth Adj: 1.00

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

Level Of Service Module:
Queue: xxxxxx xxxxxx 11.4 xxxxx 1.0 0.2 xxxxx xxxxxx xxxxxx xxxxxx
Stopped Del:xxxxxxx 542.2 xxxxx 20.0 10.5 xxxxx xxxxxx xxxxx xxxxxx

Level Of Service Module:
Queue: xxxxxx xxxxxx 11.4 xxxxx 1.0 0.2 xxxxx xxxxxx xxxxxx xxxxxx
Stopped Del:xxxxxxx 542.2 xxxxx 20.0 10.5 xxxxx xxxxxx xxxxx xxxxxx

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Ione Casino
Cumulative Plus Alternative B - Saturday
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #41 SR-16 / Latrobe (Sac)
Average Delay (sec/veh): 1.5 Worst Case Level Of Service: F[43.8]
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 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 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0 0 1 0

Volume Module:
Base Vol: 13 0 2 2 2 0 24 20 876 7 6 908 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Critical Gap Module:
Critical Gp: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxxx 4.1 xxxxx xxxxxx
FollowUpTim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxxx 2.2 xxxxx xxxxxx

Level Of Service Module:
Queue: xxxxxx xxxxxx 0.0 xxxxxx xxxxx 0.3 0.1 xxxxx xxxxxx 0.0 xxxxx xxxxxx
Stopped Del:xxxxxxx xxxxx 17.2 xxxxxx xxxxx 18.8 10.6 xxxxx xxxxxx 10.3 xxxxx xxxxxx

Level Of Service Module:
Queue: xxxxxx xxxxxx 0.0 xxxxxx xxxxx 0.3 0.1 xxxxx xxxxxx 0.0 xxxxx xxxxxx
Stopped Del:xxxxxxx xxxxx 17.2 xxxxxx xxxxx 18.8 10.6 xxxxx xxxxxx 10.3 xxxxx xxxxxx

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Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #44 SR-16 / Grant Line  
 Cycle (sec): 140 Critical Vol./Cap. (X): 1.164  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 139.8  
 Optimal Cycle: OPTIMIZED 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  
 Min. Green: 7 7 7 7 3 7 7 3 7 7  
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol: 13 336 64 60 280 130 74 854 9 77 801 71  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 13 336 64 60 280 130 74 854 9 77 801 71  
 Added Vol: 0 0 0 0 0 0 0 0 110 0 0 12 107 0  
 PasserByVol: 0 0 0 0 0 0 0 0 -4 0 0 0 0  
 Initial Fut: 13 336 76 60 280 130 74 960 9 89 908 71  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volumes: 13 336 76 60 280 130 74 960 9 89 908 71  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 13 336 76 60 280 130 74 960 9 89 908 71  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 13 336 76 60 280 130 74 960 9 89 908 71  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.97 0.97 0.97 0.96 0.96 0.96 0.92 0.97 0.97 0.92 0.96 0.96  
 Lanes: 0.03 0.79 0.18 0.13 0.59 0.28 1.00 0.99 0.01 1.00 0.93 0.07  
 Final Sat.: 57 1463 331 232 1083 503 1753 1826 17 1753 1692 132  
 Capacity Analysis Module:  
 Vol/Sat: 0.23 0.23 0.23 0.26 0.26 0.26 0.04 0.53 0.53 0.05 0.54 0.54  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.20 0.20 0.20 0.22 0.22 0.22 0.04 0.45 0.45 0.04 0.46 0.46  
 Volume/Cap: 1.16 1.16 1.16 1.16 1.16 1.16 1.17 1.16 1.16 1.16 1.17 1.17  
 Delay/Veh: 156.1 156 156.1 152.3 152 152.3 233.5 125 125.4 221.0 127 126.6  
 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: 156.1 156 156.1 152.3 152 152.3 233.5 125 125.4 221.0 127 126.6  
 HCM2kAVG: 29 29 31 31 31 31 7 60 60 8 61 61

Ione Casino  
Cumulative Plus Alternative B - Saturday  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 105 Critical Vol./Cap. (X): 1.074  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 67.5  
 Optimal Cycle: OPTIMIZED Level of Service: E  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 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 0 1  
 Volume Module:  
 Base Vol: 15 459 78 337 588 146 127 529 22 76 610 338  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 15 459 78 337 588 146 127 529 22 76 610 338  
 Added Vol: 0 0 6 28 0 0 0 0 76 0 6 74 27  
 PasserByVol: 0 0 0 0 0 0 0 0 -4 0 0 0 0  
 Initial Fut: 15 459 84 365 588 146 127 601 22 82 684 365  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volumes: 15 459 84 365 588 146 127 601 22 82 684 365  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 459 84 365 588 146 127 601 22 82 684 365  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 15 459 84 365 588 146 127 601 22 82 684 365  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.98 0.98 0.95 0.95 0.85 0.90 0.94 0.80 0.90 0.94 0.80  
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1805 1569 287 1805 1900 1615 1702 1792 1523 1702 1792 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.29 0.29 0.20 0.31 0.09 0.07 0.34 0.01 0.05 0.38 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.27 0.27 0.19 0.43 0.50 0.07 0.37 0.40 0.05 0.36 0.54  
 Volume/Cap: 0.29 1.07 1.07 1.07 0.72 0.18 1.07 0.90 0.04 0.90 1.07 0.44  
 Delay/Veh: 53.1 99.5 99.5 112.5 27.6 14.4 152.8 46.8 19.2 112.8 91.0 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: 53.1 99.5 99.5 112.5 27.6 14.4 152.8 46.8 19.2 112.8 91.0 14.7  
 HCM2kAVG: 1 27 27 20 16 3 9 22 0 5 33 7

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 Uncontrolled Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol: 50 74 62 43 122 158 144 563 92 46 697 17  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 50 74 62 43 122 158 144 563 92 46 697 17  
 Added Vol: 0 0 3 1 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 50 74 65 44 122 158 144 630 92 49 767 18  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 50 74 65 44 122 158 144 630 92 49 767 18  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 50 74 65 44 122 158 144 630 92 49 767 18  
 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  
 FollowUpTime: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx  
 Capacity Module:  
 Conflict Vol: 1978 1847 576 1908 1884 776 785 xxxxx xxxxx 722 xxxxx xxxxx  
 Move Cap: 47 75 457 53 72 401 816 xxxxx xxxxx 862 xxxxx xxxxx  
 Volume/Cap: xxx 1.26 0.14 xxx 2.19 0.39 0.18 xxx 0.06 xxx 0.06 xxx  
 Level Of Service Module:  
 Queue: xxxxx xxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx 0.2 xxxxx xxxxx  
 Stopped Del: xxxxx xxx xxxxx xxxxx xxxxx 10.4 xxxxx xxxxx 9.4 xxxxx xxxxx  
 LOS by Move: \* \* \* \* \* B \* \* \* \* \* A \* \* \* \* \*  
 Movement: \* \* \* \* \* LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: \* \* \* \* \* 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: xxxxx xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \*  
 ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx  
 ApproachLOS: F F

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #7 SR-16 / Bradshaw  
 Cycle (sec): 90 Critical Vol./Cap. (X): 1.038  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 54.1  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 Approach: North Bound South 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  
 Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 1 0 1 0 1 0 1  
 Volume Module:  
 Base Vol: 108 710 63 386 920 227 268 388 107 80 490 350  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 108 710 63 386 920 227 268 388 107 80 490 350  
 Added Vol: 0 0 3 9 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 108 710 66 395 920 227 268 443 107 83 548 359  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 108 710 66 395 920 227 268 443 107 83 548 359  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 108 710 66 395 920 227 268 443 107 83 548 359  
 Critical Gap Module:  
 Critical Gap: 108 710 66 395 920 227 268 443 107 83 548 359  
 FollowUpTime: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Capacity Module:  
 Conflict Vol: 108 710 66 395 920 227 268 443 107 83 548 359  
 Move Cap: 108 710 66 395 920 227 268 443 107 83 548 359  
 Volume/Cap: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Level Of Service Module:  
 Queue: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Stopped Del: 0.95 0.94 0.17 1.00 2.00 1.00 1.00 1.00 0.90 0.94 0.80 0.80  
 LOS by Move: 1.00 1.83 0.17 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat: 1805 3260 303 1805 3610 1615 1702 1792 1523 1702 1792 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.22 0.22 0.22 0.25 0.14 0.16 0.25 0.07 0.05 0.31 0.24  
 Crit Moves: \* \* \* \* \*  
 Green/Cycle: 0.08 0.21 0.21 0.21 0.34 0.49 0.15 0.37 0.45 0.07 0.29 0.51  
 Volume/Cap: 0.75 1.04 1.04 1.04 0.75 0.29 1.04 0.66 0.16 0.66 1.04 0.47  
 Delay/Veh: 59.8 78.8 78.8 92.0 28.9 13.7 104.5 26.0 14.6 53.2 81.2 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: 59.8 78.8 78.8 92.0 28.9 13.7 104.5 26.0 14.6 53.2 81.2 14.9  
 HCM2KAVG: 5 18 18 19 13 4 14 11 2 4 23 7

## **APPENDIX X**

---

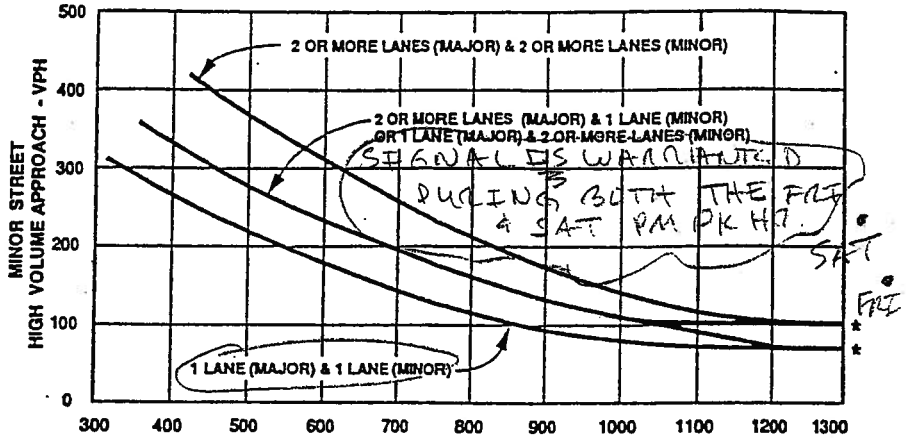
### **Intersection Operations Calculations Cumulative Plus Alternative B Condition With Mitigation Measures**



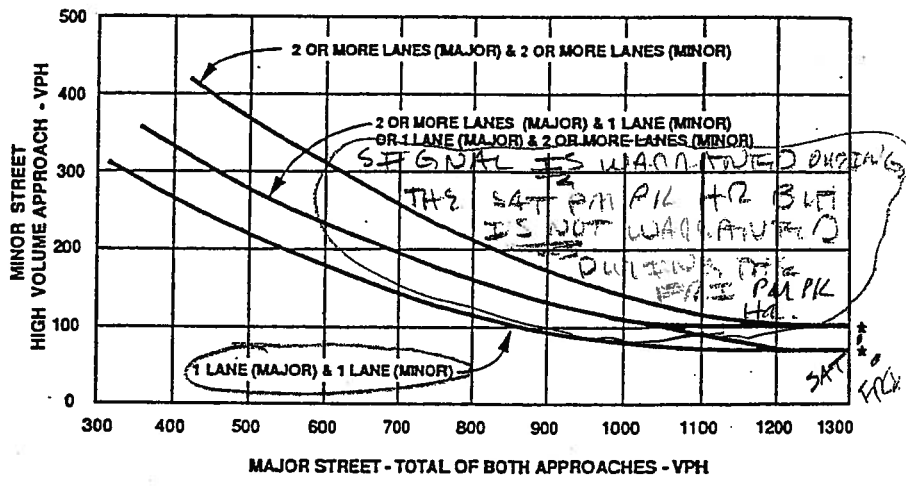
MINOR STREET FAH IS

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

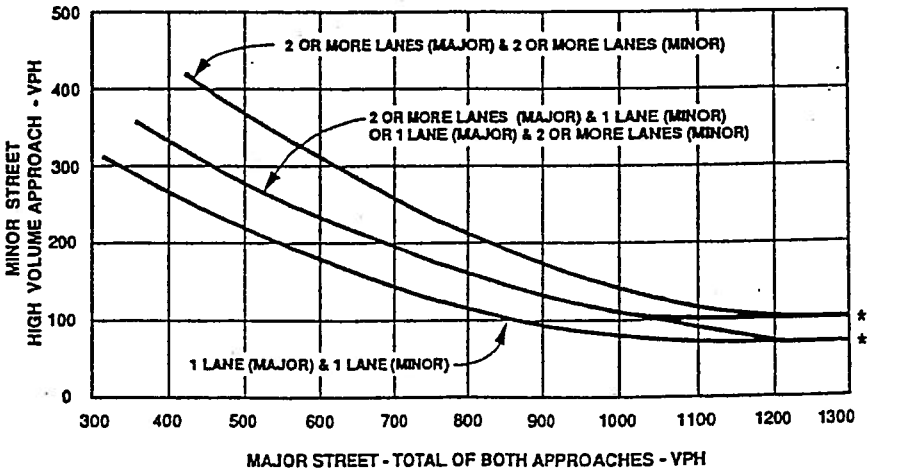
**A** SR 49/Project Dr  
 1680  
 1574  
 175  
 246



**B** SR 49/Service Dr  
 1786  
 1722  
 70  
 98



**C**



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

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Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour

Scenario Report  
 Scenario: Cum + Alt B Mitigation Fri  
 Command: Cum + Alt B Mitigation Fri  
 Volume: Cum + Alt B Fri  
 Geometry: Cumulative Mit  
 Impact Fee: Existing  
 Trip Generation: Cum + Alt B Fri  
 Trip Distribution: Default  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour

Trip Generation Report

Forecast for Cum + Alt B Fri

Zone #	Subzone	Amount	Units	Rate		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
	Zone 1 Subtotal					267	245	512 100.0
TOTAL						267	245	512 100.0

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

Trip Distribution Report

Zone	Percent Of Trips Default										
	1	2	3	4	5	6	7	8	9	10	11
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
	To Gates										
12	13	14	15	16	17	18	19	20	21	22	
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
	To Gates										
23	24	25	26								
1	0.1	0.8	1.4	1.6							

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

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	19	0	0	0	0	0	18
Total	0	0	19	0	0	0	0	0	18
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	16	4	0	14	37
Total	3	0	0	0	16	4	0	14	37
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	13	3	0	12	31
Total	3	0	0	0	13	3	0	12	31
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	10	3	0	9	25
Total	3	0	0	0	10	3	0	9	25
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	10	0	0	9	19
Total	0	0	0	0	10	0	0	9	19
#6 SR-49 / Miller Way									
Base	51	236	0	0	180	8	6	0	503
Added	0	50	0	0	54	0	0	0	104
Total	51	286	0	0	234	8	6	0	607
#7 SR-49 / Main-Fiddletown									
Base	72	219	349	22	154	27	20	94	1286
Added	9	50	1	0	55	0	0	10	126
Passby	0	-3	0	0	-4	0	0	0	-7
Total	81	266	350	22	205	27	20	94	1405
#8 SR-49 / Poplar									
Base	53	686	0	0	395	9	9	0	1211
Added	3	61	0	0	66	0	0	3	133
Total	56	747	0	0	461	9	9	0	1344
#9 SR-49 / Empire									
Base	172	697	8	5	480	9	14	2	1538
Added	7	63	0	0	69	0	0	7	146
Passby	0	-3	0	0	-4	0	0	0	-7
Total	179	757	8	5	545	9	14	2	1677



Ione Casino												
Cumulative Plus Alternative B Friday - Mitigation												
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
<b>#10 SR-49 / SR-16</b>												
Base	307	0	133	0	0	0	484	526	230	335	0	2015
Added	0	0	14	0	0	177	0	12	162	0	0	365
PassBy	0	0	0	0	0	-3	0	-4	0	0	0	-7
Total	307	0	147	0	0	658	526	238	497	0	0	2373
<b>#11 SR-49 / Main (Drytown)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	13	0	12	0	0	0	0	0	0	0	25
Total	0	13	0	12	0	0	0	0	0	0	0	25
<b>#12 SR-49 / Water-Amador Creek</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	0	5	0	0	0	0	10
Total	5	0	0	0	0	0	5	0	0	0	0	10
<b>#13 SR-49 / Gopher Flat</b>												
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
<b>#14 SR-49 / Eureka</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	0	0	0	0	0	0	0	8
Total	0	4	0	0	0	0	0	0	0	0	0	8
<b>#15 SR-49 / Church</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	0	0	0	0	0	0	0	8
Total	0	4	0	0	0	0	0	0	0	0	0	8
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>												
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
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>												
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
<b>#18 SR-49 / SR-88 (North)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	6	0	0	0	0	0	0	0	7
Total	0	0	0	6	0	0	0	0	0	0	0	7

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Ione Casino												
Cumulative Plus Alternative B Friday - Mitigation												
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
<b>#19 SR-49 / Sutter</b>												
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
<b>#20 SR-49 / Hoffman</b>												
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
<b>#21 SR-49 / Main (Jackson)</b>												
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
<b>#22 SR-49 / SR-88 (South)</b>												
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
<b>#23 SR-16 / SR-124</b>												
Base	14	0	202	0	0	0	808	27	75	567	0	1693
Added	0	0	82	0	0	0	95	0	75	87	0	339
PassBy	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	14	0	284	0	0	0	900	27	150	654	0	2029
<b>#24 SR-16 / Latrobe (Amador)</b>												
Base	0	0	0	197	0	8	616	0	398	133	1358	
Added	0	0	0	0	0	0	95	0	87	0	182	
PassBy	0	0	0	0	0	0	-3	0	0	0	-3	
Total	0	0	0	197	0	8	708	0	485	133	1537	
<b>#25 SR-104 (Preston) / SR-124 (North)</b>												
Base	160	288	205	51	313	47	36	28	115	152	25	33
Added	0	0	80	2	0	0	0	0	73	0	2	157
Total	160	288	285	53	313	47	36	28	115	225	25	35
<b>#26 SR-104 (Main) / SR-124 (Church)</b>												
Base	242	10	18	3	11	24	51	285	295	5	212	5
Added	79	0	0	0	0	0	0	1	72	0	1	153
Total	321	10	18	3	11	24	51	286	367	5	213	5
<b>#27 SR-104 / SR-88</b>												
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	6
Total	0	0	0	0	0	0	0	3	0	0	3	6

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Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
<b>#28 SR-88 / SR-124</b>													
Base	0	0	0	5	0	226	210	531	0	0	447	3	1422
Added	0	0	0	0	0	69	75	3	0	0	3	0	150
Total	0	0	0	5	0	295	285	534	0	0	450	3	1572
<b>#29 SR-88 / SR-12 (North)</b>													
Base	0	0	0	107	0	564	645	614	0	0	347	81	2358
Added	0	0	0	0	0	58	63	0	0	0	0	0	121
Total	0	0	0	107	0	622	708	614	0	0	347	81	2479
<b>#30 SR-88 / SR-12 (South)</b>													
Base	32	895	2	3	518	262	276	1	20	2	3	2	2016
Added	0	42	0	0	38	16	17	0	0	0	0	0	113
Total	32	937	2	3	556	278	293	1	20	2	3	2	2129
<b>#31 SR-88 / Kettleman</b>													
Base	22	672	20	7	439	100	256	104	33	17	77	8	1755
Added	0	36	0	0	33	5	5	0	0	0	0	0	79
Total	22	708	20	7	472	105	261	104	33	17	77	8	1834
<b>#32 SR-12 / SR-99 SB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	1	0	14	1	0	16
Total	0	0	0	0	0	0	0	1	0	14	1	0	16
<b>#33 SR-12 / SR-99 NB Ramps</b>													
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
<b>#34 Kettleman / SR-99 SB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	4	0	9	0	4	0	4	17
Total	0	0	0	0	0	4	0	9	0	4	0	4	17
<b>#35 Kettleman / SR-99 NB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	4	5	0	4	0	4	13
Total	0	0	0	0	0	0	4	5	0	4	0	4	13
<b>#36 SR-49 / Pleasant Valley</b>													
Base	155	0	250	0	0	0	0	604	281	325	360	0	1995
Added	10	0	39	0	0	0	0	11	43	0	0	0	103
Total	165	0	289	0	0	0	0	604	292	368	360	0	2098

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
<b>#37 SR-16 / Ione</b>													
Base	76	0	1	0	0	0	0	652	190	0	386	0	1307
Added	0	0	0	0	0	0	0	95	0	0	87	0	182
Total	76	0	1	0	0	0	0	747	190	0	473	0	1489
<b>#38 SR-16 / Murietta South Pkwy</b>													
Base	0	0	2	11	3	126	208	834	0	2	445	12	1643
Added	0	0	0	0	0	0	0	94	0	0	86	0	180
Total	0	0	2	11	3	126	208	928	0	2	531	12	1823
<b>#39 SR-16 / Murietta Pkwy</b>													
Base	147	195	55	55	114	177	212	938	179	45	469	55	2641
Added	0	0	0	0	0	0	0	94	0	0	86	0	180
Total	147	195	55	55	114	177	212	1032	179	45	555	55	2821
<b>#40 SR-16 / Stone House</b>													
Base	0	0	0	129	0	36	85	1205	0	0	710	81	2246
Added	0	0	0	0	0	0	0	94	0	0	86	0	180
Passby	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	0	0	0	129	0	36	85	1296	0	0	796	81	2423
<b>#41 SR-16 / Latrobe (Sac)</b>													
Base	9	0	4	9	0	47	60	1329	22	4	780	15	2279
Added	0	0	0	0	0	0	0	94	0	0	86	0	180
Passby	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	9	0	4	9	0	47	60	1420	22	4	866	15	2456
<b>#42 SR-16 / Dillard</b>													
Base	104	0	145	0	0	0	0	1271	284	89	742	0	2635
Added	0	0	1	0	0	0	0	93	0	1	85	0	180
Passby	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	104	0	146	0	0	0	0	1361	284	90	827	0	2812
<b>#43 SR-16 / Sloughhouse</b>													
Base	6	0	81	0	0	0	0	1479	12	44	794	0	2416
Added	0	0	0	0	0	0	0	93	0	0	85	0	178
Passby	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	6	0	81	0	0	0	0	1569	12	44	879	0	2591
<b>#44 SR-16 / Grant Line</b>													
Base	0	615	78	178	887	149	214	1406	64	84	618	103	4396
Added	0	0	9	0	0	0	0	83	0	9	76	0	177
Passby	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	0	615	87	178	887	149	214	1486	64	93	694	103	4570

Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour

Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour

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 Impact Analysis Report  
 Level Of Service  
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Intersection	Base Del./ LOS	V/ C	Future Del./ LOS	V/ C	Change in
# 7 SR-49 / Main-Fiddletown	C 23.4	0.757	C 28.8	0.803	+ 5.445 D/V
# 9 SR-49 / Empire	B 13.0	0.595	B 16.8	0.643	+ 3.771 D/V
# 10 SR-49 / SR-16	C 26.4	0.873	C 29.4	0.906	+ 3.045 D/V
# 23 SR-16 / SR-124	B 11.8	0.647	B 18.9	0.877	+ 7.118 D/V
# 24 SR-16 / Latrobe (Amador)	B 11.6	0.555	B 11.9	0.613	+ 0.390 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	C 21.7	0.716	C 29.8	0.849	+ 8.172 D/V
# 26 SR-104 (Main) / SR-124 (Church)	B 10.3	0.759	B 19.7	0.900	+ 9.431 D/V
#101 SR-49 / Project Access	A 2.5	0.662	C 21.1	0.911	+18.561 D/V
#174 SR-49 / Project Service Access	A 1.2	0.602	A 6.6	0.795	+ 5.397 D/V

Volume Type	Northbound Left Thru Right	Southbound Left Thru Right	Eastbound Left Thru Right	Westbound Left Thru Right	Total Volume
#45 SR-16 / Sunrise					
Base	10 769 134	441 1442 276	193 1162 51	65 558 203	5304
Added	0 0 5	21 0 0	0 0 58	4 53 19	160
Passby	0 0 0	0 0 0	0 -3 0	0 0 0	-3
Total	10 769 139	462 1442 276	193 1217 51	69 611 222	5461
#46 SR-16 / Excelsior					
Base	43 103 137	22 312 173	195 1291 268	135 698 41	3418
Added	0 0 2	1 0 0	0 0 54	2 50 1	110
Passby	0 0 0	0 0 0	0 -3 0	0 0 0	-3
Total	43 103 139	23 312 173	195 1342 268	137 748 42	3525
#47 SR-16 / Bradshaw					
Base	135 931 94	458 1453 672	425 1152 169	121 639 213	6462
Added	0 0 2	7 0 0	0 0 45	2 41 6	103
Passby	0 0 0	0 0 0	0 0 -3	0 0 0	-3
Total	135 931 96	465 1453 672	425 1194 169	123 680 219	6562
#101 SR-49 / Project Access					
Base	0 877 0	0 619 0	0 0 0	0 0 0	1496
Added	0 114 77	0 0 0	0 0 0	105 0 70	366
Passby	0 -3 0	0 -4 0	0 0 0	0 0 0	-7
Total	0 874 114	77 615 0	0 0 0	105 0 70	1855
#174 SR-49 / Project Service Access					
Base	0 877 0	0 619 0	0 0 0	0 0 0	1496
Added	0 114 76	0 105 0	0 0 0	70 0 0	365
Passby	0 -1 0	0 -4 0	0 0 0	0 0 0	-5
Total	0 990 76	0 720 0	0 0 0	70 0 0	1856
#176 Internal Project Intersection					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0
Added	0 0 76	0 0 0	0 0 191	70 175 0	512
Total	0 0 76	0 0 0	0 0 191	70 175 0	512

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

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

Intersection #7 SR-49 / Main-Fiddletown  
Cycle (sec): 50 Critical Vol./Cap. (X): 0.803  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.8  
Optimal Cycle: 59 Level Of Service: C  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected Protected  
Rights: Include Include Include Include Include  
Min. Green: 3 0 0 1 0 1 0 1 0 0 1 0 1 0 0 1 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0

Volume Module:  
Base Vol: 72 219 349 22 154 27 20 94 66 164 80 19  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 72 219 349 22 154 27 20 94 66 164 80 19  
Added Vol: 9 50 1 0 55 0 0 0 0 10 1 0 0  
PasserbyVol: 0 -3 0 0 -4 0 0 0 0 0 0 0 0  
Initial Fut: 81 266 350 22 205 27 20 94 76 165 80 19  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
PHF Volume: 85 279 366 23 215 28 21 98 80 173 84 20  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 85 279 366 23 215 28 21 98 80 173 84 20

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.88 0.85 0.85 0.88 0.91 0.91 0.95 0.93 0.93 0.95 0.97 0.97  
Lanes: 1.00 0.43 0.57 1.00 0.88 0.12 1.00 0.55 0.45 1.00 0.81 0.19  
Final Sat.: 1671 695 915 1671 1528 201 1805 980 793 1805 1491 354

Capacity Analysis Module:  
Vol/Sat: 0.05 0.40 0.40 0.01 0.14 0.14 0.01 0.10 0.10 0.10 0.06 0.06  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.06 0.45 0.45 0.06 0.45 0.45 0.07 0.14 0.14 0.11 0.17 0.17  
Volume/Cap: 0.85 0.89 0.89 0.23 0.31 0.31 0.16 0.72 0.72 0.89 0.32 0.32  
Delay/Veh: 68.2 25.2 25.2 23.6 9.0 9.0 22.2 30.2 30.2 57.0 18.7 18.7  
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: 68.2 25.2 25.2 23.6 9.0 9.0 22.2 30.2 30.2 57.0 18.7 18.7  
HCM2kAVG: 4 13 13 1 3 3 0 4 4 6 2 2

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

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

Intersection #9 SR-49 / Empire  
Cycle (sec): 35 Critical Vol./Cap. (X): 0.643  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.8  
Optimal Cycle: 36 Level Of Service: B  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected Protected  
Rights: Include Include Include Include Include  
Min. Green: 3 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0

Volume Module:  
Base Vol: 172 697 8 5 480 9 14 2 137 2 9 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 172 697 8 5 480 9 14 2 137 2 9 3  
Added Vol: 7 63 0 0 69 0 0 0 0 0 0 0  
PasserbyVol: 0 -3 0 0 -4 0 0 0 0 0 0 0  
Initial Fut: 179 757 8 5 545 9 14 2 144 2 9 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: 190 804 9 5 579 10 15 2 153 2 10 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  
MCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 190 804 9 5 579 10 15 2 153 2 10 3

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.88 0.93 0.93 0.88 0.92 0.92 0.75 0.75 0.85 0.82 0.92 0.92  
Lanes: 1.00 0.99 0.01 1.00 0.98 0.02 0.87 0.13 1.00 0.14 0.65 0.21  
Final Sat.: 1671 1739 18 1671 1727 29 1250 179 1615 251 1129 376

Capacity Analysis Module:  
Vol/Sat: 0.11 0.46 0.46 0.00 0.34 0.34 0.01 0.01 0.09 0.01 0.01 0.01  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.15 0.51 0.51 0.09 0.45 0.45 0.14 0.14 0.29 0.14 0.14 0.14  
Volume/Cap: 0.75 0.90 0.90 0.04 0.75 0.75 0.08 0.08 0.32 0.06 0.06 0.06  
Delay/Veh: 25.8 19.5 19.5 14.8 12.0 12.0 13.2 13.2 10.0 13.1 13.1 13.1  
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: 25.8 19.5 19.5 14.8 12.0 12.0 13.2 13.2 10.0 13.1 13.1 13.1  
HCM2kAVG: 4 13 13 0 7 6 0 0 2 0 0 0

Ione Casino  
 Cumulative Plus Alternative B 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): 60 Critical Vol./Cap. (X): 0.906  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 29.4  
 Optimal Cycle: 81 Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Ignored Protected Protected  
 Rights: Ovl Include  
 Min. Green: 1 0 0 0 5 0 0 0 0 0 0 0 0 7 7 3 1 0 0 0 0  
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0 0

Volume Module:  
 Base Vol: 307 0 133 0 0 0 0 484 526 230 335 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 307 0 133 0 0 0 0 484 526 230 335 0  
 Added Vol: 0 0 14 0 0 0 0 177 0 12 162 0  
 PasserByVol: 0 0 0 0 0 0 0 -3 0 -4 0 0  
 Initial Fut: 307 0 147 0 0 0 0 658 526 238 497 0  
 User Adj: 1.00 1.00 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 0.00 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 318 0 0 0 0 0 0 682 545 247 515 0  
 Reduct Vol: 0 0 0 0 0 0 0 682 545 247 515 0  
 Reduced Vol: 318 0 0 0 0 0 0 682 545 247 515 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 318 0 0 0 0 0 0 682 545 247 515 0

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

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.00 0.00 0.00 0.00 0.00 0.39 0.36 0.15 0.29 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.26 0.00 0.00 0.00 0.00 0.00 0.43 0.43 0.16 0.59 0.00 0.00  
 Volume/Cap: 0.91 0.00 0.00 0.00 0.00 0.00 0.91 0.85 0.91 0.50 0.00 0.00  
 Delay/Veh: 47.5 0.0 0.0 0.0 0.0 0.0 30.6 26.1 55.9 7.5 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: 47.5 0.0 0.0 0.0 0.0 0.0 30.6 26.1 55.9 7.5 0.0 0.0  
 HCM2kAVG: 12 0 0 0 0 0 0 16 12 9 6 0

Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #23 SR-16 / SR-124  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.877  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.9  
 Optimal Cycle: 66 Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Ovl Include  
 Min. Green: 1 0 0 0 5 0 0 0 0 0 0 0 7 7 3 1 0 0 0 0  
 Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0 0

Volume Module:  
 Base Vol: 14 0 202 0 0 0 808 27 75 567 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 14 0 202 0 0 0 808 27 75 567 0  
 Added Vol: 0 0 82 0 0 0 95 0 75 87 0  
 PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0  
 Initial Fut: 14 0 284 0 0 0 900 27 150 654 0  
 User Adj: 1.00 1.00 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: 14 0 293 0 0 0 930 28 155 676 0  
 Reduct Vol: 0 0 0 0 0 0 0 930 28 155 676 0  
 Reduced Vol: 14 0 293 0 0 0 930 28 155 676 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 14 0 293 0 0 0 930 28 155 676 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.82 1.00 0.81 1.00 1.00 1.00 0.93 0.79 0.88 0.93 1.00 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.: 1563 0 1537 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.00 0.19 0.00 0.00 0.00 0.53 0.02 0.09 0.38 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.00 0.22 0.00 0.00 0.00 0.60 0.60 0.11 0.71 0.00 0.00  
 Volume/Cap: 0.08 0.00 0.88 0.00 0.00 0.00 0.88 0.83 0.88 0.54 0.00 0.00  
 Delay/Veh: 20.1 0.0 41.0 0.0 0.0 0.0 16.8 4.0 57.6 3.9 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: 20.1 0.0 41.0 0.0 0.0 0.0 16.8 4.0 57.6 3.9 0.0 0.0  
 HCM2kAVG: 0 0 8 0 0 0 0 16 0 6 0 0

Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour

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

Cycle (sec): 60 Critical Vol./Cap. (X): 0.613  
 Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 11.9  
 Optimal Cycle: 39 Level Of Service: B

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

Control: Permitted Permitted Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 5 0 5 3 7 0 0 0 7 7  
 Lanes: 0 0 0 0 0 0 1 0 0 1 0 0 0 0 1 0

Volume Module:  
 Base Vol: 0 0 0 197 0 8 6 616 0 0 398 133  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 197 0 8 6 616 0 0 398 133  
 Added Vol: 0 0 0 0 0 0 0 95 0 0 87 0  
 PasserByVol: 0 0 0 0 0 0 0 -3 0 0 0 0  
 Initial Fut: 0 0 0 197 0 8 6 708 0 0 485 133  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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 0 206 0 8 6 740 0 0 507 139  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 206 0 8 6 740 0 0 507 139  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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 0 206 0 8 6 740 0 0 507 139

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 0.72 1.00 0.72 0.92 0.97 1.00 1.00 0.94 0.94  
 Lanes: 0.00 0.00 0.00 0.96 0.00 0.04 1.00 1.00 0.00 0.00 0.78 0.22  
 Final Sat.: 0 0 0 1312 0 53 1753 1845 0 0 1406 366

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.40 0.00 0.00 0.36 0.36  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.24 0.05 0.61 0.00 0.00 0.56 0.56  
 Volume/Cap: 0.00 0.00 0.65 0.00 0.65 0.07 0.66 0.00 0.00 0.65 0.65  
 Delay/Veh: 0.0 0.0 24.8 0.0 24.8 27.5 9.2 0.0 0.0 10.7 10.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 24.8 0.0 24.8 27.5 9.2 0.0 0.0 10.7 10.7  
 HCM2kAVG: 0 0 6 0 6 0 10 0 0 9 9

Ione Casino  
 Cumulative Plus Alternative B 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): 50 Critical Vol./Cap. (X): 0.849  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.8  
 Optimal Cycle: 64 Level Of Service: C

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

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

Volume Module:  
 Base Vol: 160 288 205 51 313 47 36 28 115 152 25 33  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 160 288 205 51 313 47 36 28 115 152 25 33  
 Added Vol: 0 0 80 2 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 160 288 285 53 313 47 36 28 115 225 25 35  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 169 304 301 56 330 50 38 30 121 237 26 37  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 169 304 301 56 330 50 38 30 121 237 26 37  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 169 304 301 56 330 50 38 30 121 237 26 37

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.90 0.87 0.87 0.90 0.92 0.92 0.90 0.90 0.90 0.90 0.87 0.87  
 Lanes: 1.00 0.50 0.50 1.00 0.87 0.13 0.20 0.16 0.64 1.00 0.42 0.58  
 Final Sat.: 1702 833 824 1702 1527 229 345 269 1103 1718 688 963

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.36 0.36 0.03 0.22 0.22 0.11 0.11 0.11 0.14 0.04 0.04  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.15 0.41 0.41 0.06 0.32 0.32 0.14 0.14 0.14 0.15 0.15  
 Volume/Cap: 0.68 0.90 0.90 0.55 0.68 0.68 0.79 0.79 0.79 0.90 0.25 0.25  
 Delay/Veh: 27.4 28.7 28.7 29.0 18.1 18.1 36.3 36.3 36.3 51.0 19.1 19.1  
 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: 27.4 28.7 28.7 29.0 18.1 18.1 36.3 36.3 36.3 51.0 19.1 19.1  
 HCM2kAVG: 4 13 13 2 7 7 5 5 5 7 1 1

Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour

Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #101 SR-49 / Project Access

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

Cycle (sec): 45 Critical Vol./Cap. (X): 0.911  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 21.1  
 Optimal Cycle: 59 Level Of Service: C

Cycle (sec): 30 Critical Vol./Cap. (X): 0.900  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 19.7  
 Optimal Cycle: 51 Level Of Service: B

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

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

Volume Module:  
 Base Vol.: 0 877 0 0 619 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Growth Adj: 1.00  
 Initial Sse: 0 877 0 0 619 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol.: 0 0 114 77 0 0 0 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 0 0 0  
 Initial Fut: 0 874 114 77 615 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 User Adj: 1.00  
 PHF Adj: 0.94  
 PHF Volume: 0 929 121 82 654 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 0  
 Reduced Vol.: 0 929 121 82 654 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCS Adj: 1.00  
 M/F Adj: 1.00  
 Final Vol.: 0 929 121 82 654 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:  
 Base Vol.: 321 10 18 3 11 24 51 286 295 5 212 5  
 Growth Adj: 1.00  
 Initial Sse: 242 10 18 3 11 24 51 286 295 5 212 5  
 Added Vol.: 0  
 PasserByVol: 0  
 Initial Fut: 321 10 18 3 11 24 51 286 367 5 213 5  
 User Adj: 1.00  
 PHF Adj: 0.94  
 PHF Volume: 340 11 19 3 12 25 54 303 389 5 226 5  
 Reduced Vol.: 0  
 Reduced Vol.: 340 11 19 3 12 25 54 303 389 5 226 5  
 PCS Adj: 1.00  
 M/F Adj: 1.00  
 Final Vol.: 340 11 19 3 12 25 54 303 389 5 226 5

Saturation Flow Module:  
 Sat/Lane: 1900  
 Adjustment: 1.00 0.91 0.91 0.88 0.93 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.88 0.12 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 0.00 0.00  
 Final Sat.: 0 1531 200 1671 1759 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:  
 Sat/Lane: 1900  
 Adjustment: 0.70 0.86 0.86 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85  
 Lanes: 1.00 0.36 0.64 0.08 0.29 0.63 0.07 0.41 0.52 0.02 0.96 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02  
 Final Sat.: 1329 584 1051 128 470 1025 117 654 839 39 1681 39

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.61 0.61 0.05 0.37 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  
 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 0.00 0.00 0.00  
 Volume/Cap: 0.00 0.97 0.97 0.73 0.54 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  
 Delay/Veh: 0.00 29.6 29.6 42.8 4.0 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 0.0  
 User DelAdj: 1.00  
 AdjDel/Veh: 0.0 29.6 29.6 42.8 4.0 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 0.0  
 HCM2KAVg: 0 23 22 3 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.26 0.02 0.02 0.02 0.46 0.46 0.46 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 0.13  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.28 0.28 0.28 0.28 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52  
 Volume/Cap: 0.90 0.06 0.06 0.09 0.09 0.09 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 0.90 0.90  
 Delay/Veh: 33.9 7.9 7.9 8.0 8.0 8.0 19.3 19.3 19.3 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  
 User DelAdj: 1.00  
 AdjDel/Veh: 33.9 7.9 7.9 8.0 8.0 8.0 19.3 19.3 19.3 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  
 HCM2KAVg: 9 0 0 0 0 0 12 12 12 2 1 2

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 Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour  
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Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #174 SR-49 / Project Service Access  
 \*\*\*\*\*

Cycle (sec): 50 Critical Vol./Cap. (X): 0.795  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.6  
 Optimal Cycle: 48 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 Control: Permitted Permitted Permitted Permitted  
 Pights: Include Include Include Include  
 Min. Green: 0 5 5 5 5 5 0 0 0 0 0 5 0 5  
 Lanes: 0 0 1 0 0 1 0 0 0 0 0 0 1 0 0 0 1

Volume Module:  
 Base Vol: 0 877 0 0 619 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  
 Initial Bse: 0 877 0 0 619 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 114 76 0 105 0 0 0 0 0 70 0 0 0  
 PasserByVol: 0 -1 0 -4 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 990 76 0 720 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 1052 81 0 765 0 0 0 0 0 74 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 1052 81 0 765 0 0 0 0 0 74 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 1052 81 0 765 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 0.92 0.92 1.00 0.93 1.00 1.00 1.00 1.00 0.80 1.00 1.00  
 Lanes: 0.00 0.93 0.07 0.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00  
 Final Sat.: 0 1618 124 0 1759 0 0 0 0 1520 0 1900

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.65 0.65 0.00 0.43 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 0.10 0.00 0.00  
 Volume/Cap: 0.00 0.83 0.83 0.00 0.56 0.00 0.00 0.00 0.00 0.49 0.00 0.00  
 Delay/Veh: 0.0 8.1 8.1 0.0 2.7 0.0 0.0 0.0 0.0 23.8 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 8.1 8.1 0.0 2.7 0.0 0.0 0.0 0.0 23.8 0.0 0.0  
 HCM2KAVG: 0 14 14 0 5 0 0 0 0 2 0 0 0



Ione Casino  
Cumulative Plus Alternative B 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): 40 Critical Vol./Cap. (X): 0.796  
Loss Time (sec): 6 (V+R = 4 sec) Average Delay (sec/veh): 13.6  
Optimal Cycle: OPTIMIZED Level of Service: B  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Include Permitted Include Permitted Include Permitted Include  
Rights: 5 5 5 5 5 5 5 5 5 5 5 5  
Min. Green: 1 0 1 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0  
Lanes: 1 0 1 0 0 0 11 0 0 0 11 0 0 0 11 0 0 0 11 0 0  
Volume Module:  
Base Vol: 242 10 18 3 11 24 51 285 295 5 212 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 242 10 18 3 11 24 51 285 295 5 212 5  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Pk: 321 10 18 3 11 24 51 286 367 5 213 5  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 321 10 18 3 11 24 51 286 367 5 213 5  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol1: 321 10 18 3 11 24 51 286 367 5 213 5  
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.: 321 10 18 3 11 24 51 286 367 5 213 5  
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
AdjStemnt: 0.70 0.86 0.86 0.86 0.86 0.86 0.85 0.85 0.85 0.93 0.93 0.93  
Lanes: 1.00 0.36 0.64 0.08 0.29 0.63 0.07 0.41 0.52 0.02 0.96 0.02  
Final Sat.: 1333 584 1051 129 472 1031 117 656 842 40 1686 40  
Capacity Analysis Module:  
Vol/Sat: 0.24 0.02 0.02 0.02 0.02 0.02 0.44 0.44 0.44 0.13 0.13 0.13  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.55 0.55 0.55 0.55 0.55 0.55  
Volume/Cap: 0.80 0.06 0.06 0.08 0.08 0.08 0.80 0.80 0.80 0.23 0.23 0.23  
Delay/Veh: 23.4 10.0 10.0 10.0 10.0 10.0 12.3 12.3 12.3 4.8 4.8 4.8  
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: 23.4 10.0 10.0 10.0 10.0 10.0 12.3 12.3 12.3 4.8 4.8 4.8  
HCM2KAVg: 8 0 0 0 0 0 10 10 10 2 2 2

Ione Casino  
Cumulative Plus Alternative B 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): 55 Critical Vol./Cap. (X): 0.866  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.8  
Optimal Cycle: OPTIMIZED Level of Service: B  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Include Permitted Include Permitted Include Permitted Include  
Rights: 0 0 0 0 0 5 0 5 0 5 3 7 0 0 0 0 0 0 0 0 0 0  
Min. Green: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 0 0 0  
Volume Module:  
Base Vol: 0 0 0 0 107 0 564 645 614 0 0 347 81  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 0 107 0 564 645 614 0 0 347 81  
Added Vol: 0 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 0  
Initial Pk: 0 0 0 0 107 0 622 708 614 0 0 347 81  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 107 0 622 708 614 0 0 347 81  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol1: 0 0 0 0 107 0 622 708 614 0 0 347 81  
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 0 0 107 0 622 708 614 0 0 347 81  
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
AdjStemnt: 1.00 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 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 0 1408 0 1495 1736 1828 0 0 1443 337  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.08 0.00 0.42 0.41 0.34 0.00 0.00 0.24 0.24  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.00 0.00 0.09 0.00 0.56 0.47 0.75 0.00 0.00 0.28 0.28  
Volume/Cap: 0.00 0.00 0.00 0.00 0.82 0.00 0.74 0.87 0.45 0.00 0.00 0.87 0.87  
Delay/Veh: 0.0 0.0 0.0 0.0 56.0 0.0 12.7 23.1 2.9 0.0 0.0 34.2 34.2  
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 1.00  
AdjDel/Veh: 0.0 0.0 0.0 0.0 56.0 0.0 12.7 23.1 2.9 0.0 0.0 34.2 34.2  
HCM2KAVg: 0 0 0 0 5 0 10 15 4 0 0 0 11

Ione Casino  
 Cumulative Plus Alternative B 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): 105 Critical Vol./Cap. (X): 0.755  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.5  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 3 0 7 0 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 1 0 1 0 0  
 Volume Module:  
 Base Vol: 32 895 2 3 518 262 276 1 20 2 3 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 32 895 2 3 518 262 276 1 20 2 3 2  
 Added Vol: 0 42 0 0 38 16 17 0 0 0 0 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 22 937 2 3 556 278 293 1 20 2 3 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 32 937 2 3 556 278 293 1 20 2 3 2  
 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.: 32 937 2 3 556 278 293 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 0.82 0.82 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 0.28 0.43 0.29  
 Final Sat.: 1805 1896 4 1702 1792 1523 1736 75 1492 495 742 495  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.49 0.49 0.00 0.31 0.18 0.17 0.01 0.01 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.59 0.59 0.03 0.59 0.79 0.20 0.20 0.20 0.07 0.07 0.07  
 Volume/Cap: 0.62 0.84 0.84 0.06 0.53 0.23 0.84 0.07 0.07 0.06 0.06 0.06  
 Delay/Veh: 71.4 23.3 23.3 50.2 13.3 2.9 56.5 34.0 34.0 46.1 46.1 46.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 71.4 23.3 23.3 50.2 13.3 2.9 56.5 34.0 34.0 46.1 46.1 46.1  
 HCM2KAVG: 2 27 27 0 11 2 12 1 1 0 0 0

Ione Casino  
 Cumulative Plus Alternative B Friday - Mitigation  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #36 SR-49 / Pleasant Valley  
 Cycle (sec): 80 Critical Vol./Cap. (X): 0.922  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 33.0  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 5 0 0 1 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  
 Volume Module:  
 Base Vol: 155 0 250 0 0 0 0 0 604 281 325 380 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 155 0 250 0 0 0 0 0 604 281 325 380 0  
 Added Vol: 10 0 39 0 0 0 0 0 0 11 43 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 165 0 289 0 0 0 0 0 604 292 368 380 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 165 0 289 0 0 0 0 0 604 292 368 380 0  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 165 0 289 0 0 0 0 0 604 292 368 380 0  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.72 1.00 0.79 1.00 1.00 1.00 1.00 0.96 0.96 0.95 1.00 1.00  
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.67 0.33 1.00 1.00 0.00  
 Final Sat.: 1366 0 1510 0 0 0 0 0 1224 592 1805 1900 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.12 0.00 0.19 0.00 0.00 0.00 0.00 0.49 0.49 0.20 0.20 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.13 0.00 0.35 0.00 0.00 0.00 0.00 0.54 0.54 0.22 0.26 0.00  
 Volume/Cap: 0.92 0.00 0.54 0.00 0.00 0.00 0.00 0.92 0.92 0.92 0.26 0.00  
 Delay/Veh: 79.6 0.0 21.9 0.0 0.0 0.0 0.0 30.8 30.8 57.0 3.1 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 79.6 0.0 21.9 0.0 0.0 0.0 0.0 30.8 30.8 57.0 3.1 0.0  
 HCM2KAVG: 9 0 6 0 0 0 0 25 25 14 3 0

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

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 Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #40 SR-16 / Stone House  
 Cycle (sec): 90 Critical Vol./Cap. (X): 0.879  
 Loss Time (sec): 9 (Y.R. = 4 sec) Average Delay (sec/veh): 16.1  
 Optimal Cycle: OPTIMIZED Level of Service: B  
 Approach: North Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected Protected  
 Rights: Include Include Include Include Include  
 Min. Green: 0 0 0 0 1 0 0 0 5 3 7 0 0 0 0 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 0 0 1 0  
 Volume Module:  
 Base Vol.: 0 0 0 129 0 36 85 1205 0 0 710 81  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 129 0 36 85 1205 0 0 710 81  
 Added Vol: 0 0 0 0 0 0 0 0 94 0 0 86 0  
 PasserByVol: 0 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: 1.00 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 0 129 0 36 85 1296 0 0 796 81  
 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  
 MIF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 129 0 36 85 1296 0 0 796 81  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj: 1.00 1.00 1.00 0.77 1.00 0.85 0.92 0.97 1.00 1.00 0.96 0.96  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00 0.91 0.09  
 Final Sat.: 0 0 0 1461 0 1615 1753 1845 0 0 1654 168  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.02 0.05 0.70 0.00 0.00 0.48 0.48  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.10 0.00 0.17 0.07 0.80 0.00 0.00 0.73 0.73  
 Volume/Cap: 0.00 0.00 0.00 0.88 0.00 0.13 0.66 0.88 0.00 0.00 0.65 0.66  
 Delay/Veh: 0.0 0.0 0.0 80.8 0.0 31.6 52.9 12.5 0.0 0.0 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 0.0 60.8 0.0 31.6 52.9 12.5 0.0 0.0 7.8 7.8  
 HCM2Kavg: 0 0 0 7 0 1 4 28 0 0 13 13  
 \*\*\*\*\*

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

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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): 3.0 Worst Case Level of Service: F [252.4]  
 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 0 0 1 0 1 0 0 1 1 0 0 1 0 1 0 0 1 0  
 Volume Module:  
 Base Vol.: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Added Vol: 0 0 0 0 0 0 0 0 94 0 0 86 0  
 PasserByVol: 0 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: 9 0 4 9 0 47 60 1420 22 4 866 15  
 Final Vol.: 9 0 4 9 0 47 60 1420 22 4 866 15  
 Critical Gap Module:  
 Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx xxx  
 FollowUpTim: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx 2.2 xxx xxx  
 Capacity Module:  
 Conflict Vol: 2456 xxx 1431 2435 xxx 874 881 xxx xxx 1442 xxx xxx  
 Potential Cap: 21 xxx 167 22 xxx 352 763 xxx xxx 467 xxx xxx  
 Move Cap: 17 xxx 167 20 xxx 352 763 xxx xxx 467 xxx xxx  
 Volume/Cap: 0.52 xxx 0.02 0.45 xxx 0.13 0.08 xxx 0.01 xxx xxx  
 Level of Service Module:  
 Queue: xxx xxx 0.1 xxx xxx 0.5 0.3 xxx xxx 0.0 xxx xxx  
 Stopped Del: xxx xxx 27.1 xxx xxx 16.8 10.1 xxx xxx 12.8 xxx xxx  
 LOS by Move: \* \* \* \* D \* \* \* C \* \* \* B \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: 17 xxx xxx 20 xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shared Queue: 1.4 xxx xxx 1.3 xxx xxx xxx xxx xxx xxx xxx xxx  
 Shrd StpDel: 352.5 xxx xxx 286.4 xxx xxx xxx xxx xxx xxx xxx  
 Shared LOS: F \* \* \* \* F \* \* \* \* \* \* \* \* \* \*  
 Approach Del: 252.4 F 60.1 P xxx xxx  
 Approach LOS: F P xxx xxx



Ione Casino  
Cumulative Plus Alternative B 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): 80 Critical Vol./Cap. (X): 0.935  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.8  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: 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 1 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:  
 Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 615 78 178 887 149 214 1406 64 84 618 103  
 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: 0 615 78 178 887 149 214 1486 64 93 694 103  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 615 78 178 887 149 214 1486 64 93 694 103  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 615 78 178 887 149 214 1486 64 93 694 103  
 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: 0 615 78 178 887 149 214 1486 64 93 694 103

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 0.93 0.93 0.93 0.92 0.92 0.92 0.92 0.92 0.90 0.90  
 Lanes: 1.00 1.75 0.25 1.00 1.71 0.29 1.00 1.92 0.08 1.00 1.74 0.26  
 Final Sat: 1900 3103 439 1805 3023 508 1753 3340 144 1753 2994 444

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.20 0.20 0.10 0.29 0.29 0.12 0.44 0.44 0.05 0.23 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.21 0.21 0.11 0.32 0.32 0.18 0.48 0.48 0.06 0.35 0.35  
 Volume/Cap: 0.00 0.94 0.94 0.94 0.92 0.92 0.66 0.94 0.94 0.94 0.66 0.66  
 Delay/Veh: 0.0 49.8 49.8 82.4 39.0 39.0 35.5 30.1 30.1 106.8 23.5 23.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 49.8 49.8 82.4 39.0 39.0 35.5 30.1 30.1 106.8 23.5 23.5  
 HCM2kAVG: 0 13 13 8 17 17 6 23 23 5 9 9

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

Level of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 90 Critical Vol./Cap. (X): 0.927  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 39.1  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: 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 1 1 0 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:  
 Base Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 10 769 139 462 1442 276 193 1217 51 69 611 222  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 10 769 139 462 1442 276 193 1217 51 69 611 222  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 769 139 462 1442 276 193 1217 51 69 611 222  
 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: 10 769 139 462 1442 276 193 1217 51 69 611 222

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 1.00 1.69 0.31 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat: 1805 2987 540 3502 3610 1615 1702 3404 1523 1702 3404 1523

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.26 0.26 0.13 0.40 0.17 0.11 0.36 0.03 0.04 0.18 0.15  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.30 0.30 0.15 0.42 0.58 0.16 0.37 0.41 0.04 0.25 0.41  
 Volume/Cap: 0.17 0.86 0.86 0.86 0.96 0.30 0.70 0.96 0.08 0.96 0.70 0.36  
 Delay/Veh: 43.6 37.4 37.4 50.9 39.7 9.8 43.8 43.5 16.4 133.9 33.1 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: 43.6 37.4 37.4 50.9 39.7 9.8 43.8 43.5 16.4 133.9 33.1 18.8  
 HCM2kAVG: 0 15 15 10 25 4 7 22 1 5 9 4

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

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

Intersection #46 SR-16 / Excelsior  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.968  
 Loss Time (sec): 5 (Y+R = 4 sec) Average Delay (sec/veh): 35.5  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Include Protected Protected  
 Rights: Include Include  
 Min. Green: 5 5 5 5 5 5 3 1 0 1 0 1 0 1 0 1 0 1  
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol: 43 103 137 22 312 173 195 1291 268 135 698 41  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 43 103 137 22 312 173 195 1291 268 135 698 41  
 Added Vol: 0 0 2 1 0 0 0 0 54 0 2 50 1  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 43 103 139 23 312 173 195 1342 268 137 748 42  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 43 103 139 23 312 173 195 1342 268 137 748 42  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 43 103 139 23 312 173 195 1342 268 137 748 42  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 43 103 139 23 312 173 195 1342 268 137 748 42

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.73 0.73 0.73 0.93 0.93 0.93 0.90 0.87 0.87 0.90 0.89 0.89  
 Lanes: 0.15 0.36 0.49 0.05 0.61 0.34 1.00 1.67 0.33 1.00 1.89 0.11  
 Final Sat.: 208 498 672 80 1091 605 1702 2767 553 1702 3197 180

Capacity Analysis Module:  
 Vol/Sat: 0.21 0.21 0.21 0.29 0.29 0.29 0.11 0.49 0.49 0.08 0.23 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.30 0.19 0.50 0.50 0.08 0.39 0.39  
 Volume/Cap: 0.70 0.70 0.70 0.97 0.97 0.97 0.60 0.97 0.97 0.97 0.60 0.60  
 Delay/Veh: 28.8 28.8 28.8 57.1 57.1 57.1 30.6 33.2 33.2 99.8 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: 28.8 28.8 28.8 57.1 57.1 57.1 30.6 33.2 33.2 99.8 18.8 18.8  
 HCM2KAVG: 9 9 9 18 18 18 5 25 25 7 8 6  
 \*\*\*\*\*

Ione Casino  
Cumulative Plus Alternative B Friday - Mitigation  
PM Peak Hour

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

Intersection #47 SR-16 / Bradshaw  
 Cycle (sec): 100 Critical Vol./Cap. (X): 1.012  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 55.8  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include  
 Min. Green: 2 0 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Lanes: 2 0 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 Added Vol: 0 0 2 7 0 0 0 0 45 0 2 41 6  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 135 931 96 465 1453 672 425 1194 169 123 680 219  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 135 931 96 465 1453 672 425 1194 169 123 680 219  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 135 931 96 465 1453 672 425 1194 169 123 680 219  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 135 931 96 465 1453 672 425 1194 169 123 680 219

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 2.00 1.81 0.19 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3502 3227 333 3502 3610 1615 1702 3404 1523 1702 3404 1523

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.29 0.29 0.13 0.40 0.42 0.25 0.35 0.11 0.07 0.20 0.14  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.30 0.30 0.14 0.40 0.64 0.25 0.37 0.41 0.08 0.20 0.33  
 Volume/Cap: 1.01 0.97 0.97 0.97 1.01 0.65 1.01 0.95 0.27 0.95 1.01 0.43  
 Delay/Veh: 129.2 54.5 54.5 75.4 56.8 12.2 84.6 46.2 20.1 110.4 77.8 26.4  
 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: 129.2 54.5 54.5 75.4 56.8 12.2 84.6 46.2 20.1 110.4 77.8 26.4  
 HCM2KAVG: 5 21 21 12 30 13 20 23 4 7 16 5  
 \*\*\*\*\*

Ione Casino  
 Cumulative Plus Alternative B Saturday - Mitigation  
 PM Peak Hour

Scenario: Cum + Alt B Mitigation Sat  
 Command: Cum + Alt B Mitigation Sat  
 Volume: Cum + Alt B Sat  
 Geometry: Cumulative Mit  
 Impact Fee: Existing  
 Trip Generation: Cum + Alt B Sat  
 Trip Distribution: Default  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

Ione Casino  
 Cumulative Plus Alternative B Saturday - Mitigation  
 PM Peak Hour

Trip Generation Report

Forecast for Cum + Alt B Sat

Zone #	Subzone	Amount	Units	Rate		Trips		Trips Total	Total % Of Trips Total
				In	Out	In	Out		
1	Ione Casino-	1.00	Ione Casino	351.00	344.00	351	344	695	100.0
	Zone 1 Subtotal					351	344	695	100.0
TOTAL						351	344	695	100.0

Ione Casino  
 Cumulative Plus Alternative B Saturday - Mitigation  
 PM Peak Hour

Trip Distribution Report

Zone	Percent of Trips Default										
	1	2	3	4	5	6	7	8	9	10	11
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
	To Gates										
12	13	14	15	16	17	18	19	20	21	22	
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
	To Gates										
23	24	25	26								
1	0.1	0.8	1.4	1.6							

Ione Casino  
 Cumulative Plus Alternative B Saturday - Mitigation  
 PM Peak Hour

Turning Movement Report

Cum + Alt B Sat

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	25
Total	0	0	25	0	0	0	0	0	50
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	21	5	0	51
Total	5	0	0	0	0	21	5	0	51
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	17	4	0	41
Total	4	0	0	0	0	17	4	0	41
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	13	4	0	34
Total	4	0	0	0	0	13	4	0	34
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	13	0	0	26
Total	0	0	0	0	0	13	0	0	26
#6 SR-49 / Miller Way									
Base	24	258	0	0	190	8	2	0	517
Added	0	70	0	0	71	0	0	0	141
Total	24	328	0	0	261	8	2	0	658
#7 SR-49 / Main-Fiddletown									
Base	59	200	175	19	175	23	27	58	1167
Added	13	70	1	0	72	0	0	13	170
Passby	0	-4	0	0	-5	0	0	0	-9
Total	72	266	176	19	242	23	27	58	1328
#8 SR-49 / Poplar									
Base	41	447	0	0	476	6	8	0	1031
Added	4	85	0	0	87	0	0	0	180
Total	45	532	0	0	563	6	8	0	1211
#9 SR-49 / Empire									
Base	81	452	5	2	524	16	28	0	1381
Added	9	89	0	0	91	0	0	10	199
Passby	0	-4	0	0	-5	0	0	0	-9
Total	90	537	5	2	610	16	28	0	1571



Ione Casino  
Cumulative Plus Alternative B Saturday - Mitigation  
PM Peak Hour

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

#10 SR-49 / SR-16											
Base	417	0	166	0	0	228	259	276	343	0	1689
Added	0	0	18	0	0	232	0	17	228	0	495
PassBy	0	0	0	0	0	-4	0	-5	0	0	-9
Total	417	0	184	0	0	456	259	288	571	0	2175

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

#12 SR-49 / Water-Amador Creek											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	7	0	0	0	0	0	6	0	0	0	13
Total	7	0	0	0	0	0	6	0	0	0	13

#13 SR-49 / Gopher Flat											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	0	1	5	0	1	0	13
Total	6	0	0	0	0	1	5	0	1	0	13

#14 SR-49 / Eureka											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	5	0	0	0	0	0	11
Total	6	0	0	0	5	0	0	0	0	0	11

#15 SR-49 / Church											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	6	0	0	0	5	0	0	0	0	0	11
Total	6	0	0	0	5	0	0	0	0	0	11

#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	9	0	0	9	4	5	0	0	0	27
Total	0	9	0	0	9	4	5	0	0	0	27

#17 SR-49 / Jackson Gate-Ione Martell											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	9	0	0	9	0	0	0	0	0	18
Total	0	9	0	0	9	0	0	0	0	0	18

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

Ione Casino  
Cumulative Plus Alternative B Saturday - Mitigation  
PM Peak Hour

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

#19 SR-49 / Sutter											
Base	0	0	0	0	0	0	0	0	0	0	
Added	0	8	0	0	8	0	0	0	0	0	16
Total	0	8	0	0	8	0	0	0	0	0	16

#20 SR-49 / Hoffman											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	8	0	0	8	0	0	0	0	0	16
Total	0	8	0	0	8	0	0	0	0	0	16

#21 SR-49 / Main (Jackson)											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	7	0	1	7	0	0	0	0	0	16
Total	0	7	0	1	7	0	0	0	0	0	16

#22 SR-49 / SR-88 (South)											
Base	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	6	0	0	0	0	0	12
Total	0	6	0	0	6	0	0	0	0	0	12

#23 SR-16 / SR-124											
Base	16	0	86	0	0	0	0	401	25	79	681
Added	0	0	108	0	0	0	125	0	106	122	461
PassBy	0	0	0	0	0	0	-4	0	0	0	-4
Total	16	0	194	0	0	0	522	25	185	803	1745

#24 SR-16 / Latrobe (Amador)											
Base	0	0	0	101	0	6	329	0	484	179	1105
Added	0	0	0	0	0	0	125	0	122	0	247
PassBy	0	0	0	0	0	0	-4	0	0	0	-4
Total	0	0	0	101	0	6	450	0	606	179	1348

#25 SR-104 (Preston) / SR-124 (North)											
Base	171	248	106	32	226	22	28	33	100	115	76
Added	0	0	105	3	0	0	0	0	0	103	3
Total	171	248	211	35	226	22	28	33	100	218	76

#26 SR-104 (Main) / SR-124 (Church)											
Base	133	10	18	3	5	13	5	251	231	23	306
Added	103	0	0	0	0	0	1	101	0	1	206
Total	236	10	18	3	5	13	5	252	332	23	307

#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	5	0	4	9
Total	0	0	0	0	0	0	0	5	0	4	9

Ione Casino													
Cumulative Plus Alternative B Saturday - Mitigation													
PM Peak Hour													
Volume Type	Northbound			Southbound			Westbound			Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
<b>#28 SR-88 / SR-124</b>													
Base	0	0	0	6	0	193	129	482	0	0	456	3	1269
Added	0	0	0	0	0	96	98	5	0	0	4	0	203
Total	0	0	0	6	0	289	227	487	0	0	460	3	1472
<b>#29 SR-88 / SR-12 (North)</b>													
Base	0	0	0	91	0	573	561	394	0	0	413	97	2129
Added	0	0	0	0	0	81	83	0	0	0	0	0	164
Total	0	0	0	91	0	654	644	394	0	0	413	97	2293
<b>#30 SR-88 / SR-12 (South)</b>													
Base	26	673	1	3	536	256	295	1	26	1	0	3	1821
Added	0	55	0	0	54	22	23	0	0	0	0	0	154
Total	26	728	1	3	590	278	318	1	26	1	0	3	1975
<b>#31 SR-88 / Kettleman</b>													
Base	29	524	5	7	440	101	182	49	26	12	62	4	1441
Added	0	48	0	0	47	7	7	0	0	0	0	0	109
Total	29	572	5	7	487	108	189	49	26	12	62	4	1550
<b>#32 SR-12 / SR-99 SB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	2	0	20	2	0	24
Total	0	0	0	0	0	0	0	2	0	20	2	0	24
<b>#33 SR-12 / SR-99 NB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	21	0	0	0	0	2	0	0	22	0	45
Total	0	0	21	0	0	0	0	2	0	0	22	0	45
<b>#34 Kettleman / SR-99 SB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	6	0	12	0	0	0	6	0	24
Total	0	0	0	0	6	0	12	0	0	0	6	0	24
<b>#35 Kettleman / SR-99 NB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	6	6	0	0	0	6	0	18
Total	0	0	0	0	0	6	6	0	0	0	6	0	18
<b>#36 SR-49 / Pleasant Valley</b>													
Base	203	0	273	0	0	0	0	355	187	217	301	0	1536
Added	14	0	55	0	0	0	0	0	14	56	0	0	139
Total	217	0	328	0	0	0	0	355	201	273	301	0	1675

Ione Casino													
Cumulative Plus Alternative B Saturday - Mitigation													
PM Peak Hour													
Volume Type	Northbound			Southbound			Westbound			Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
<b>#37 SR-16 / Ione</b>													
Base	97	0	0	6	0	0	0	353	123	7	463	0	1049
Added	0	0	0	0	0	0	0	128	0	0	122	0	246
Total	97	0	0	6	0	0	0	477	123	7	585	0	1295
<b>#38 SR-16 / Murietta South Pkwy</b>													
Base	0	2	0	4	0	117	170	487	2	0	530	24	1336
Added	0	0	0	0	0	0	0	124	0	0	121	0	245
Total	0	2	0	4	0	117	170	611	2	0	651	24	1581
<b>#39 SR-16 / Murietta Pkwy</b>													
Base	134	169	65	43	162	190	242	551	145	58	546	37	2342
Added	0	0	0	0	0	0	0	124	0	0	121	0	245
Total	134	169	65	43	162	190	242	675	145	58	667	37	2587
<b>#40 SR-16 / Stone House</b>													
Base	0	0	0	125	0	81	41	819	0	0	781	84	1931
Added	0	0	0	0	0	0	0	124	0	0	121	0	245
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	0	0	0	125	0	81	41	939	0	0	902	84	2172
<b>#41 SR-16 / Latrobe (SAC)</b>													
Base	13	0	2	2	0	24	20	876	7	6	908	6	1864
Added	0	0	0	0	0	0	0	124	0	0	121	0	245
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	13	0	2	2	0	24	20	996	7	6	1029	6	2105
<b>#42 SR-16 / Dillard</b>													
Base	137	0	87	0	0	0	0	811	133	96	834	0	2098
Added	0	0	2	0	0	0	0	122	0	2	119	0	245
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	137	0	89	0	0	0	0	929	133	98	953	0	2339
<b>#43 SR-16 / Sloughhouse</b>													
Base	0	0	55	0	0	0	0	963	10	45	916	0	1989
Added	0	0	0	0	0	0	0	122	0	0	119	0	241
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	0	0	55	0	0	0	0	1081	10	45	1035	0	2226
<b>#44 SR-16 / Grant Line</b>													
Base	13	336	64	60	280	130	74	854	9	77	801	71	2769
Added	0	0	12	0	0	0	0	110	0	12	107	0	241
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	13	336	76	60	280	130	74	960	9	89	908	71	3006

Ione Casino  
Cumulative Plus Alternative B Saturday - Mitigation  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
<b>#45 SR-16 / Sunrise</b>													
Base	15	459	78	337	588	146	127	529	22	76	610	338	3325
Added	0	0	6	28	0	0	0	76	0	6	74	27	217
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	15	459	84	365	588	146	127	601	22	82	684	365	3538
<b>#46 SR-16 / Excelsior</b>													
Base	50	74	62	43	122	158	144	563	92	46	697	17	2068
Added	0	0	3	1	0	0	0	71	0	3	70	1	149
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	50	74	65	44	122	158	144	630	92	49	767	18	2213
<b>#47 SR-16 / Bradshaw</b>													
Base	108	710	63	386	920	227	268	388	107	80	490	350	4097
Added	0	0	3	9	0	0	0	59	0	3	58	9	141
PassBy	0	0	0	0	0	0	0	-4	0	0	0	0	-4
Total	108	710	66	395	920	227	268	443	107	83	548	359	4234
<b>#101 SR-49 / Project Access</b>													
Base	0	538	0	0	794	0	0	0	0	0	0	0	1332
Added	0	0	150	101	0	0	0	0	0	147	0	99	497
PassBy	0	-4	0	0	-5	0	0	0	0	0	0	0	-9
Total	0	534	150	101	789	0	0	0	0	147	0	99	1820
<b>#174 SR-49 / Project Service Access</b>													
Base	0	538	0	0	794	0	0	0	0	0	0	0	1332
Added	0	150	100	0	147	0	0	0	0	98	0	0	495
PassBy	0	-2	0	0	-5	0	0	0	0	0	0	0	-7
Total	0	686	100	0	936	0	0	0	0	98	0	0	1820
<b>#176 Internal Project Intersection</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	100	0	0	0	0	251	0	98	246	0	695
Total	0	0	100	0	0	0	0	251	0	98	246	0	695

Ione Casino  
Cumulative Plus Alternative B Saturday - Mitigation  
PM Peak Hour

Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/V	C	Del/V	C	
# 7 SR-49 / Main-Fiddletown	B 18.2	0.580	C 20.3	0.643	+ 2.119 D/V
# 9 SR-49 / Empire	B 11.7	0.557	B 13.7	0.637	+ 2.065 D/V
# 10 SR-49 / SR-16	C 23.9	0.783	C 30.2	0.896	+ 6.232 D/V
# 23 SR-16 / SR-124	A 9.3	0.525	A 9.6	0.617	+ 0.308 D/V
# 24 SR-16 / Latrobe (Amador)	A 7.9	0.565	A 8.4	0.648	+ 0.514 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	B 18.9	0.566	C 23.8	0.756	+ 4.985 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A 5.3	0.534	A 9.0	0.728	+ 3.763 D/V
#101 SR-49 / Project Access	A 2.2	0.622	B 13.8	0.774	+11.556 D/V
#174 SR-49 / Project Service Access	A 1.0	0.565	A 6.2	0.747	+ 5.194 D/V

Cumulative Plus Alternative B Saturday - Mitigation  
PM Peak Hour

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.643  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.3  
 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 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 3 7 7

Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0  
 Volume Module:

Base Vol: 59 200 175 19 175 23 27 58 45 242 122 22  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 59 200 175 19 175 23 27 58 45 242 122 22  
 Added Vol: 13 70 1 0 72 0 0 0 0 13 1 0 0 0  
 PasserByVol: 0 -4 0 -5 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 72 266 176 19 242 23 27 58 243 122 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  
 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: 73 271 179 19 247 23 28 59 248 124 22  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 73 271 179 19 247 23 28 59 248 124 22  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 73 271 179 19 247 23 28 59 248 124 22

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.87 0.87 0.88 0.91 0.91 0.95 0.93 0.93 0.95 0.98 0.98  
 Lanes: 1.00 0.60 0.40 1.00 0.91 0.09 1.00 0.50 0.50 1.00 0.85 0.15  
 Final Sat.: 1671 995 659 1671 1586 151 1805 879 879 1805 1573 284

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.27 0.27 0.01 0.16 0.16 0.02 0.07 0.07 0.14 0.08 0.08  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.06 0.37 0.37 0.06 0.37 0.37 0.10 0.14 0.14 0.19 0.23 0.23  
 Volume/Cap: 0.73 0.73 0.73 0.19 0.42 0.42 0.16 0.48 0.48 0.73 0.34 0.34  
 Delay/Veh: 47.0 18.0 18.0 23.3 12.1 12.1 21.1 21.3 21.3 27.1 16.6 16.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 47.0 18.0 18.0 23.3 12.1 12.1 21.1 21.3 21.3 27.1 16.6 16.6  
 HCM2kAVG: 3 8 8 1 4 3 1 2 2 6 2 2

Cumulative Plus Alternative B Saturday - Mitigation  
PM Peak Hour

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

Cycle (sec): 35 Critical Vol./Cap. (X): 0.637  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.7  
 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 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 3 7 7

Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0  
 Volume Module:

Base Vol: 81 452 5 2 524 16 28 0 265 5 3 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 81 452 5 2 524 16 28 0 265 5 3 0  
 Added Vol: 9 89 0 0 91 0 0 0 10 0 0 0  
 PasserByVol: 0 -4 0 -5 0 0 0 0 0 0 0 0  
 Initial Fut: 90 537 5 2 610 16 28 0 275 5 3 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 99 592 6 2 673 18 31 0 303 6 3 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 99 592 6 2 673 18 31 0 303 6 3 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 99 592 6 2 673 18 31 0 303 6 3 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.93 0.93 0.88 0.92 0.92 0.80 1.00 0.85 0.80 0.80 1.00  
 Lanes: 1.00 0.99 0.01 1.00 0.97 0.03 1.00 0.00 1.00 0.62 0.38 0.00  
 Final Sat.: 1671 1741 16 1671 1708 45 1520 0 1615 952 571 0

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.34 0.34 0.00 0.39 0.39 0.02 0.00 0.19 0.01 0.01 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.09 0.51 0.51 0.09 0.51 0.51 0.14 0.00 0.23 0.14 0.14 0.00  
 Volume/Cap: 0.69 0.66 0.66 0.02 0.77 0.77 0.14 0.00 0.82 0.04 0.04 0.00  
 Delay/Veh: 29.2 8.1 8.1 14.7 10.8 10.8 13.4 0.0 26.5 13.0 13.0 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: 29.2 8.1 8.1 14.7 10.8 10.8 13.4 0.0 26.5 13.0 13.0 0.0  
 HCM2kAVG: 3 6 6 0 8 7 0 0 6 0 0 0





Ione Casino  
Cumulative Plus Alternative B Saturday - Mitigation  
PM Peak Hour

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

Intersection #26 SP-104 (Main) / SR-124 (Church)  
Cycle (sec): 30 Critical Vol./Cap. (X): 0.728  
Loss Time (sec): 34 Average Delay (sec/veh): 9.0  
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 Include 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 0 1 1 0 0

Volume Module:  
Base Vol: 133 10 18 3 5 13 5 251 231 23 306 2  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 133 10 18 3 5 13 5 251 231 23 306 2  
Added Vol: 103 0 0 0 0 0 0 0 1 101 0 1 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 236 10 18 3 5 13 5 252 332 23 307 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
PHF Volume: 259 11 20 3 5 14 5 276 364 25 337 2  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 259 11 20 3 5 14 5 276 364 25 337 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  
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.: 259 11 20 3 5 14 5 276 364 25 337 2

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.71 0.86 0.86 0.84 0.84 0.84 0.87 0.87 0.87 0.89 0.89  
Lanes: 1.00 0.36 0.64 0.14 0.24 0.62 0.01 0.43 0.56 0.07 0.92 0.01  
Final Sat.: 1355 584 1051 229 381 991 14 706 930 118 1571 10  
Capacity Analysis Module:  
Vol/Sat: 0.19 0.02 0.02 0.01 0.01 0.01 0.39 0.39 0.39 0.21 0.21 0.21  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.54 0.54 0.54 0.54 0.54  
Volume/Cap: 0.73 0.07 0.07 0.05 0.05 0.05 0.73 0.73 0.73 0.40 0.40 0.40  
Delay/Veh: 17.5 8.4 8.4 8.3 8.3 8.3 8.3 8.3 8.3 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  
AdjDel/Veh: 17.5 8.4 8.4 8.3 8.3 8.3 8.3 8.3 8.3 4.4 4.4 4.4  
HCM2KAVG: 5 0 0 0 0 0 6 7 7 3 3 2

Ione Casino  
Cumulative Plus Alternative B 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): 0.774  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.8  
Optimal Cycle: 49 Level Of Service: B  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Include Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 1 0 1 0 1 0 0 0 0 0 0 5  
Lanes: 0 0 0 1 0 1 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:  
Base Vol: 0 538 0 0 794 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  
Initial Bse: 0 538 0 0 794 0 0 0 0 0 0 0 0 0 0  
Added Vol: 0 150 101 0 0 0 0 0 0 0 0 0 0 147 0 99  
PasserByVol: 0 -4 0 0 -5 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 534 150 101 789 0 0 0 0 0 0 0 0 147 0 99  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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  
PHF Volume: 0 589 165 111 870 0 0 0 0 0 0 0 0 162 0 109  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 589 165 111 870 0 0 0 0 0 0 0 0 162 0 109  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 0 589 165 111 870 0 0 0 0 0 0 0 0 162 0 109

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 0.90 0.90 0.88 0.93 1.00 1.00 1.00 1.00 0.77 1.00 0.85  
Lanes: 0.00 0.78 0.22 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00  
Final Sat.: 0 1332 374 1671 1759 0 0 0 0 0 1461 0 1615  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.44 0.44 0.07 0.49 0.00 0.00 0.00 0.00 0.11 0.00 0.07  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.57 0.57 0.09 0.66 0.00 0.00 0.00 0.00 0.14 0.00 0.23  
Volume/Cap: 0.00 0.77 0.77 0.77 0.75 0.00 0.00 0.00 0.00 0.77 0.00 0.29  
Delay/Veh: 0.0 11.4 11.4 42.8 8.1 0.0 0.0 0.0 0.0 34.9 0.0 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: 0.0 11.4 11.4 42.8 8.1 0.0 0.0 0.0 0.0 34.9 0.0 14.8  
HCM2KAVG: 0 10 10 4 10 0 0 0 0 0 5 0 2

Cumulative Plus Alternative B 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): 50 Critical Vol./Cap. (Y): 0.747  
Loss time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 6.2  
Optimal Cycle: 42 Level of Service: A

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

Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 5 5 5 5 0 0 0 0 0 0 5 0 0 5

Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0 0 0 1  
Volume Module: |-----|-----|-----|-----|

Base Vol.: 0 538 0 0 794 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 Bse: 0 538 0 0 794 0 0 0 0 0 0 0 0 0 0 0 0 0  
Added Vol.: 0 150 100 0 147 0 0 0 0 0 0 0 98 0 0 0 0  
PasserbyVol: 0 -2 0 0 -5 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 686 100 0 936 0 0 0 0 0 0 0 98 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  
PHF Volume: 0 756 110 0 1032 0 0 0 0 0 0 0 108 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 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 0 756 110 0 1032 0 0 0 0 0 0 0 108 0 0 0 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 0.91 0.91 1.00 0.93 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.80 1.00 1.00 1.00 1.00  
Lanes: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Sat.: 0 1509 220 0 1759 0 0 0 0 0 0 0 1520 0 1900

Capacity Analysis Module:  
Vol/Sat: 0.00 0.50 0.50 0.00 0.59 0.00 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 0.78 0.78 0.00 0.78 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.10 0.00 0.00 0.00 0.00  
Volume/Cap: 0.00 0.64 0.64 0.00 0.75 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.71 0.00 0.00 0.00 0.00  
Delay/Veh: 0.0 3.5 3.5 0.0 5.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 36.3 0.0 0.0 0.0 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 3.5 3.5 0.0 5.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 36.3 0.0 0.0 0.0 0.0  
HCM2kSVI: 0 7 7 0 10 0 0 0 0 0 0 0 4 0 0 0 0



Cumulative Plus Alternative B 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): 30 Critical Vol./Cap. (X): 0.663  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.7  
 Optimal Cycle: OPTIMIZED Level of Service: A

Approach: North Bound South Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5  
 Lanes: 1 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0 0 0 0 0 1 0 0 0

Volume Module:  
 Base Vol: 133 10 18 3 5 13 5 251 231 23 306 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 133 10 18 3 5 13 5 251 231 23 306 2  
 Added Vol: 103 0 0 0 0 0 0 0 1 101 0 1 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 236 10 18 3 5 13 5 252 332 23 307 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: 236 10 18 3 5 13 5 252 332 23 307 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 236 10 18 3 5 13 5 252 332 23 307 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: 236 10 18 3 5 13 5 252 332 23 307 2

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.71 0.86 0.86 0.84 0.84 0.84 0.87 0.87 0.87 0.90 0.90 0.90  
 Lanes: 1.00 0.36 0.64 0.14 0.24 0.62 0.01 0.43 0.56 0.07 0.92 0.01  
 Final Sat: 1358 584 1051 229 381 991 14 706 930 118 1579 10

Capacity Analysis Module:  
 Vol/Sat: 0.17 0.02 0.02 0.01 0.01 0.01 0.36 0.36 0.36 0.19 0.19 0.19  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.54 0.54 0.54 0.54 0.54  
 Volume/Cap: 0.66 0.07 0.07 0.05 0.05 0.05 0.66 0.66 0.66 0.36 0.36  
 Delay/Veh: 14.5 8.4 8.4 8.3 8.3 8.3 6.9 6.9 6.9 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  
 AdjDel/Veh: 14.5 8.4 8.4 8.3 8.3 8.3 6.9 6.9 6.9 4.2 4.2  
 HCM2KAVg: 4 0 0 0 0 0 5 5 5 2 2 2

Cumulative Plus Alternative B Saturday - Mitigation  
PM Peak Hour

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

Intersection #29 SR-88 / SR-12 (North)  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.849  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.3  
 Optimal Cycle: OPTIMIZED Level of Service: C

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

Volume Module:  
 Base Vol: 0 0 0 91 0 573 561 394 0 0 413 97  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 0 91 0 573 561 394 0 0 413 97  
 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 91 0 654 644 394 0 0 413 97  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 91 0 654 644 394 0 0 413 97  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 91 0 654 644 394 0 0 413 97  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 0 0 0 91 0 654 644 394 0 0 413 97

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.81 0.19  
 Final Sat: 0 0 0 1408 0 1495 1736 1828 0 0 1442 339

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.44 0.37 0.22 0.00 0.00 0.29 0.29  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.08 0.00 0.52 0.43 0.77 0.00 0.00 0.33 0.33  
 Volume/Cap: 0.00 0.00 0.00 0.76 0.00 0.85 0.86 0.28 0.00 0.00 0.86 0.86  
 Delay/Veh: 0.0 0.0 0.0 50.9 0.0 21.2 25.0 2.2 0.0 0.0 30.5 30.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 50.9 0.0 21.2 25.0 2.2 0.0 0.0 30.5 30.5  
 HCM2KAVg: 0 0 0 4 0 14 15 2 0 0 12 12



Ione Casino  
 Cumulative Plus Alternative B Saturday - Mitigation  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #44 SR-16 / Grant Line  
 \*\*\*\*\*  
 Cycle (sec): 45 Critical Vol./Cap. (X): 0.652  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.6  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

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

Volume Module:  
 Base Vol: 13 336 64 60 280 130 74 854 9 77 801 71  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 13 336 64 60 280 130 74 854 9 77 801 71  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 13 336 76 60 280 130 74 960 9 89 908 71  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 13 336 76 60 280 130 74 960 9 89 908 71  
 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: 13 336 76 60 280 130 74 960 9 89 908 71

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.92 0.37 1.00 1.37 0.63 1.00 1.98 0.02 1.00 1.85 0.15  
 Lanes: 1.00 1.63 0.37 1.00 1.37 0.63 1.00 1.98 0.02 1.00 1.85 0.15  
 Final Sat: 1805 2862 647 1805 2347 1090 1753 3469 33 1753 3215 251

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.12 0.12 0.03 0.12 0.12 0.04 0.28 0.28 0.05 0.28 0.28  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.07 0.18 0.18 0.07 0.17 0.17 0.07 0.41 0.41 0.08 0.42 0.42  
 Volume/Cap: 0.10 0.67 0.67 0.50 0.70 0.70 0.53 0.67 0.67 0.67 0.67 0.67  
 Delay/Veh: 19.8 20.1 20.1 23.5 21.5 21.5 31.3 11.9 11.9 32.4 11.6 11.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 19.8 20.1 20.1 23.5 21.5 21.5 31.3 11.9 11.9 32.4 11.6 11.6  
 HCM2kAVG: 0 4 4 2 4 4 2 7 7 3 7 7

Ione Casino  
 Cumulative Plus Alternative B Saturday - Mitigation  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #45 SR-16 / Sunrise  
 \*\*\*\*\*  
 Cycle (sec): 45 Critical Vol./Cap. (X): 0.728  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.5  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 1 0 1 0 1 0 2 0 2 0 1 0 2 0 1 0 2 0 1

Volume Module:  
 Base Vol: 15 459 78 337 588 146 127 529 22 76 610 338  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 15 459 78 337 588 146 127 529 22 76 610 338  
 Added Vol: 0 0 6 28 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 15 459 84 365 588 146 127 601 22 82 684 365  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 15 459 84 365 588 146 127 601 22 82 684 365  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 15 459 84 365 588 146 127 601 22 82 684 365

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.31 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Lanes: 1.00 1.69 0.31 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.00 1.00  
 Final Sat: 1805 2981 546 3502 3610 1615 1702 3404 1523 1702 3404 1523

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.15 0.15 0.10 0.16 0.09 0.07 0.18 0.01 0.05 0.20 0.24  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.07 0.21 0.21 0.14 0.29 0.39 0.10 0.31 0.38 0.07 0.28 0.42  
 Volume/Cap: 0.12 0.73 0.73 0.73 0.57 0.23 0.73 0.57 0.04 0.72 0.73 0.57  
 Delay/Veh: 20.2 20.2 20.2 23.8 14.4 9.4 33.9 13.7 8.8 40.9 17.7 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: 20.2 20.2 20.2 23.8 14.4 9.4 33.9 13.7 8.8 40.9 17.7 11.2  
 HCM2kAVG: 0 5 5 4 4 2 4 4 0 3 6 5

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #46 SR-16 / Excelsior  
 Cycle (sec): 35 Critical Vol./Cap. (X): 0.688  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.4  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 3 7 7 3 7 7  
 Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol: 50 74 62 43 122 158 144 563 92 46 697 17  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 50 74 62 43 122 158 144 563 92 46 697 17  
 Added Vol: 0 0 3 1 0 0 0 0 71 0 3 70 0  
 PasserByVol: 0 0 0 0 0 0 0 0 -4 0 0 0 0  
 Initial Fut: 50 74 65 44 122 158 144 630 92 49 767 18  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 50 74 65 44 122 158 144 630 92 49 767 18  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 50 74 65 44 122 158 144 630 92 49 767 18  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 50 74 65 44 122 158 144 630 92 49 767 18  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.83 0.83 0.83 0.88 0.88 0.90 0.88 0.88 0.90 0.89 0.89  
 Lanes: 0.26 0.40 0.34 0.13 0.38 0.49 1.00 1.75 0.25 1.00 1.95 0.05  
 Final Sat.: 417 617 542 226 626 811 1702 2914 426 1702 3316 78  
 Capacity Analysis Module:  
 Vol/Sat: 0.12 0.12 0.12 0.19 0.19 0.19 0.08 0.22 0.22 0.03 0.23 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.28 0.28 0.28 0.28 0.28 0.12 0.37 0.37 0.37 0.09 0.34 0.34  
 Volume/Cap: 0.42 0.42 0.42 0.69 0.69 0.69 0.69 0.58 0.58 0.34 0.69 0.69  
 Delay/Veh: 10.9 10.9 10.9 15.4 15.4 15.4 23.9 9.4 9.4 16.4 11.8 11.8  
 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: 10.9 10.9 10.9 15.4 15.4 15.4 23.9 9.4 9.4 16.4 11.8 11.8  
 HCM2kAVG: 2 2 2 5 5 5 3 4 4 1 5 5

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #47 SR-16 / Bradshaw  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.854  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.7  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 3 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 108 710 63 386 920 227 268 388 107 80 490 350  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 108 710 63 386 920 227 268 388 107 80 490 350  
 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: 108 710 66 395 920 227 268 443 107 83 548 359  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 108 710 66 395 920 227 268 443 107 83 548 359  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 108 710 66 395 920 227 268 443 107 83 548 359  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 108 710 66 395 920 227 268 443 107 83 548 359  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 2.00 1.83 0.17 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3502 3260 303 3502 3610 1615 1702 3404 1523 1702 3404 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.22 0.22 0.11 0.25 0.14 0.16 0.13 0.07 0.05 0.16 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.06 0.26 0.26 0.13 0.33 0.51 0.18 0.26 0.32 0.11 0.19 0.32  
 Volume/Cap: 0.51 0.85 0.85 0.85 0.78 0.27 0.85 0.50 0.22 0.44 0.85 0.74  
 Delay/Veh: 25.0 25.7 25.7 35.5 18.6 7.1 39.5 16.1 12.6 22.3 30.4 20.9  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 25.0 25.7 25.7 35.5 18.6 7.1 39.5 16.1 12.6 22.3 30.4 20.9  
 HCM2kAVG: 2 9 9 6 9 2 7 4 1 2 7 7

## **APPENDIX Y**

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### **Intersection Operations Calculations Cumulative Plus Alternative C Condition**



Cumulative Plus Project Alternative C Friday  
 PM Peak Hour

Ione Casino  
 Cumulative Plus Project Alternative C Friday  
 PM Peak Hour

Scenario Report

Trip Generation Report

Scenario: Cum Plus Alt C Fri  
 Command: Cum Plus Alt C Fri  
 Volume: Cum Plus Alt C Fri  
 Geometry: Cumulative  
 Impact Fee: Existing  
 Trip Generation: Cum Plus Alt C Fri  
 Trip Distribution: Default  
 Routes: 2006 (Amador Bypass)  
 Configuration: Existing

Forecast for Cum Plus Alt C Fri  

Zone #	Subzone	Amount	Units	Rate		Trips		Total # Of Trips
				In	Out	In	Out	
1	Ione Casino-	1.00	Ione Casino	187.00	173.00	187	173	360
	Zone 1 Subtotal					187	173	360

TOTAL ..... 187 173 360 100.0

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Trip Distribution Report

Percent Of Trips Default	
Zone	To Gates
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	To Gates
1	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	To Gates
1	23 24 25 26
1	0.1 0.8 1.4 1.6

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Turning Movement Report

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#1 Latrobe / Old Sacramento									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	14	0	0	0	0	0	13
Total	0	0	14	0	0	0	0	0	13
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	2	0	0	0	0	11	3	0	10
Total	2	0	0	0	0	11	3	0	10
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	2	0	0	0	0	9	2	0	8
Total	2	0	0	0	0	9	2	0	8
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	2	0	0	0	0	7	2	0	6
Total	2	0	0	0	0	7	2	0	6
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	7	0	0	6
Total	0	0	0	0	0	7	0	0	6
#6 SR-49 / Miller Way									
Base	51	238	0	0	180	8	6	0	22
Added	0	35	0	0	38	0	0	0	0
Passby	0	-2	0	0	-3	0	0	0	0
Total	51	269	0	0	215	8	6	0	22
#7 SR-49 / Main-Fiddletown									
Base	72	219	349	22	154	27	20	94	66
Added	7	35	1	0	38	0	0	0	7
Passby	0	-2	0	0	-3	0	0	0	0
Total	79	252	350	22	189	27	20	94	73
#8 SR-49 / Poplar									
Base	53	686	0	0	395	9	9	0	59
Added	2	43	0	0	46	0	0	0	2
Passby	0	-2	0	0	-3	0	0	0	0
Total	55	727	0	0	438	9	9	0	61



Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

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

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

#18 SR-49 / SR-88 (North)  
 Base 0 0 0 0 0 0 0 0 0 0  
 Added 0 0 0 4 0 0 0 0 0 0  
 Total 0 0 0 4 0 0 0 0 0 0

#9 SR-49 / Empire  
 Base 172 697 8 5 480 9 14 2 137 2 9 3 1538  
 Added 5 45 0 0 48 0 0 0 5 0 0 0 103  
 PassBy 0 -2 0 0 -3 0 0 0 0 0 0 0 -5  
 Total 177 740 8 5 525 9 14 2 142 2 9 3 1636

#19 SR-49 / Sutter  
 Base 0 0 0 0 0 0 0 0 0 0  
 Added 0 4 0 0 4 0 0 0 0 0  
 Total 0 4 0 0 4 0 0 0 0 0

#10 SR-49 / SR-16  
 Base 307 0 133 0 0 0 484 526 230 335 0 2015  
 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 307 0 142 0 0 0 606 526 236 450 0 2267

#20 SR-49 / Hoffman  
 Base 0 0 0 0 0 0 0 0 0 0  
 Added 0 4 0 0 4 0 0 0 0 0  
 Total 0 4 0 0 4 0 0 0 0 0

#11 SR-49 / Main (Drytown)  
 Base 0 0 0 0 0 0 0 0 0 0  
 Added 0 9 0 0 9 0 0 0 0 0  
 Total 0 9 0 0 9 0 0 0 0 0

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

#12 SR-49 / Water-Amador Creek  
 Base 0 0 0 0 0 0 0 0 0 0  
 Added 4 0 0 0 0 0 0 0 3 0  
 Total 4 0 0 0 0 0 0 0 3 0

#22 SR-49 / SR-88 (South)  
 Base 0 0 0 0 0 0 0 0 0 0  
 Added 0 3 0 0 3 0 0 0 0 0  
 Total 0 3 0 0 3 0 0 0 0 0

#13 SR-49 / Gopher Flat  
 Base 3 0 0 0 0 0 0 0 0 0  
 Added 3 0 0 0 0 0 0 0 3 0  
 Total 6 0 0 0 0 0 0 0 3 0

#23 SR-16 / SR-124  
 Base 14 0 202 0 0 0 0 808 27 75 567 0 1693  
 Added 0 0 57 0 0 0 0 66 0 53 61 0 237  
 PassBy 0 0 0 0 0 0 0 0 -2 0 0 0 -2  
 Total 14 0 259 0 0 0 0 872 27 128 628 0 1928

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

#24 SR-16 / Latrobe (Amador)  
 Base 0 0 0 197 0 8 6 616 0 0 398 133 1358  
 Added 0 0 0 0 0 0 0 66 0 0 61 0 127  
 PassBy 0 0 0 0 0 0 0 0 -2 0 0 0 -2  
 Total 0 0 0 197 0 8 6 680 0 0 459 133 1483

#15 SR-49 / Church  
 Base 0 3 0 0 3 0 0 0 0 0  
 Added 0 3 0 0 3 0 0 0 0 0  
 Total 0 6 0 0 6 0 0 0 0 0

#25 SR-104 (Preston) / SR-124 (North)  
 Base 160 288 205 51 313 47 36 28 115 152 25 33 1453  
 Added 0 0 56 2 0 0 0 0 0 52 0 1 111  
 Total 160 288 261 53 313 47 36 28 115 204 25 34 1564

#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)  
 Base 0 0 0 0 0 0 0 0 0 0  
 Added 0 5 0 0 5 2 2 0 0 0  
 Total 0 5 0 0 5 2 2 0 0 0

#26 SR-104 (Main) / SR-124 (Church)  
 Base 242 10 18 3 11 24 51 285 295 5 212 5 1161  
 Added 55 0 0 0 0 0 0 0 51 0 0 0 106  
 Total 297 10 18 3 11 24 51 285 346 5 212 5 1267

#17 SR-49 / Jackson Gate-Ione Martell  
 Base 0 0 0 0 0 0 0 0 0 0  
 Added 0 5 0 0 4 0 0 0 0 0  
 Total 0 5 0 0 4 0 0 0 0 0

Ione Casino  
Cumulative Plus Project Alternative C Friday  
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	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	5	0	226	210	531	0	0
Added	0	0	0	0	0	48	52	2	0	104
Total	0	0	0	5	0	274	262	533	0	1526

#29 SR-88 / SR-12 (North)										
Base	0	0	0	107	0	564	645	614	0	0
Added	0	0	0	0	0	41	44	0	0	85
Total	0	0	0	107	0	605	689	614	0	2443

#30 SR-88 / SR-12 (South)										
Base	32	895	2	3	518	262	276	1	20	2
Added	0	29	0	0	27	11	12	0	0	0
Total	32	924	2	3	545	273	288	1	20	2

#31 SR-88 / Kettleman										
Base	22	672	20	7	439	100	256	104	33	17
Added	0	25	0	0	24	3	4	0	0	0
Total	22	697	20	7	463	103	260	104	33	17

#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	1	0
Total	0	0	0	0	0	0	0	0	1	0

#33 SR-12 / SR-99 NB Ramps										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	11	0	0	0	0	0	1	0
Total	0	0	11	0	0	0	0	0	1	0

#34 Kettleman / SR-99 SB Ramps										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	3	0	6	0	3
Total	0	0	0	0	0	3	0	6	0	3

#35 Kettleman / SR-99 NB Ramps										
Base	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	3	3	0	3
Total	0	0	0	0	0	0	3	3	0	3

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

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

#36 SR-49 / Pleasant Valley										
Base	155	0	250	0	0	0	0	604	281	325
Added	7	0	28	0	0	0	0	0	8	30
Total	162	0	278	0	0	0	0	604	289	355

#37 SR-16 / Ione										
Base	78	0	1	0	0	0	0	652	190	0
Added	0	0	0	0	0	0	0	66	0	61
Total	78	0	1	0	0	0	0	716	190	61

#38 SR-16 / Murietta South Pkwy										
Base	0	0	2	11	3	126	208	834	0	2
Added	0	0	0	0	0	0	0	66	0	61
Total	0	0	2	11	3	126	208	898	0	2

#39 SR-16 / Murietta Pkwy										
Base	147	195	55	55	114	177	212	938	179	45
Added	0	0	0	0	0	0	0	66	0	61
Total	147	195	55	55	114	177	212	1002	179	45

#40 SR-16 / Stone House										
Base	0	0	0	129	0	36	85	1205	0	0
Added	0	0	0	0	0	0	0	66	0	61
Total	0	0	0	129	0	36	85	1269	0	61

#41 SR-16 / Latrobe (Sac)										
Base	9	0	4	9	0	47	60	1329	22	4
Added	0	0	0	0	0	0	0	66	0	61
Total	9	0	4	9	0	47	60	1393	22	4

#42 SR-16 / Dillard										
Base	104	0	145	0	0	0	0	1271	284	89
Added	0	0	1	0	0	0	0	65	0	1
Total	104	0	146	0	0	0	0	1334	284	90

#43 SR-16 / Sloughhouse										
Base	6	0	81	0	0	0	0	1479	12	44
Added	0	0	0	0	0	0	0	65	0	60
Total	6	0	81	0	0	0	0	1542	12	44

Ione Casino  
 Cumulative Plus Project Alternative C Friday  
 PM Peak Hour

Intersection Volume Report  
 Base Volume Alternative

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
<b>#44 SR-16 / Grant Line</b>													
Base	0	615	78	178	887	149	214	1406	64	84	618	103	4396
Added	0	0	7	0	0	0	0	58	0	6	54	0	125
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	0	615	85	178	887	149	214	1462	64	90	672	103	4519
<b>#45 SR-16 / Sunrise</b>													
Base	10	769	134	441	1442	276	193	1162	51	65	558	203	5304
Added	0	0	3	15	0	0	0	40	0	3	37	14	112
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	10	769	137	456	1442	276	193	1200	51	68	595	217	5414
<b>#46 SR-16 / Excelsior</b>													
Base	43	103	137	22	312	173	195	1291	268	135	698	41	3418
Added	0	0	2	1	0	0	0	38	0	2	35	1	79
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	43	103	139	23	312	173	195	1327	268	137	733	42	3495
<b>#47 SR-16 / Bradshaw</b>													
Base	135	931	94	458	1453	672	425	1152	169	121	639	213	6462
Added	0	0	2	5	0	0	0	31	0	2	29	5	74
PassBy	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	135	931	96	463	1453	672	425	1181	169	123	668	218	6534
<b>#101 SR-49 / Project Access</b>													
Base	0	877	0	0	619	0	0	0	0	0	0	0	1496
Added	0	0	80	54	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	875	80	54	616	0	0	0	0	74	0	50	1749
<b>#174 SR-49 / Project Service Access</b>													
Base	0	877	0	0	619	0	0	0	0	0	0	0	1496
Added	0	80	53	0	74	0	0	0	0	49	0	0	256
PassBy	0	-1	0	0	-3	0	0	0	0	0	0	0	-4
Total	0	956	53	0	690	0	0	0	0	49	0	0	1748
<b>#176 Internal Project Intersection</b>													
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  
 Cumulative Plus Project Alternative C Friday  
 PM Peak Hour

Intersection Volume Report  
 Base Volume Alternative

Mode Intersection	Northbound		Southbound		Eastbound		Westbound						
	L	T	L	T	L	T	L	T					
6 SR-49 / Mile	51	236	0	0	180	8	6	0	22	0	0	0	0
7 SR-49 / Main-	72	219	349	22	154	27	20	94	66	164	80	19	0
8 SR-49 / Popla	53	686	0	0	395	9	9	0	59	0	0	0	0
9 SR-49 / Empir	172	697	8	5	480	9	14	2	137	2	9	3	0
10 SR-49 / SR-16	307	0	133	0	0	0	0	0	484	526	230	335	0
23 SR-16 / SR-12	14	0	202	0	0	0	0	0	808	27	75	567	0
24 SR-16 / Latro	0	0	0	197	0	8	6	616	0	0	398	133	0
25 SR-104 (Prese)	160	288	205	51	313	47	36	28	115	152	25	33	33
26 SR-88 / SR-12	242	10	18	3	11	24	51	285	295	5	212	5	5
101 SR-49 / Proje	0	877	0	0	619	0	0	0	0	0	0	0	0
174 SR-49 / Proje	0	877	0	0	619	0	0	0	0	0	0	0	0

Ione Casino  
 Cumulative Plus Project Alternative C 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 / Miller	51	269	0	0	215	8	6	0	22	0	0	0
7 SR-49 / Main-	79	252	350	22	189	27	20	94	73	165	80	19
8 SR-49 / Poplar	55	727	0	0	438	9	9	0	61	0	0	0
9 SR-49 / Empire	177	740	8	5	525	9	14	2	142	2	9	3
10 SR-49 / SR-16	307	0	142	0	0	0	0	606	526	236	450	0
23 SR-16 / SR-12	14	0	259	0	0	0	0	872	27	128	628	0
24 SR-16 / Latrobe	0	0	0	197	0	8	6	680	0	0	459	133
25 SR-104 (Preston)	160	288	261	53	313	47	36	28	115	204	25	34
26 SR-104 (Main)	297	10	18	3	11	24	51	285	346	5	212	5
28 SR-88 / SR-12	0	0	0	5	0	274	262	533	0	0	449	3
101 SR-49 / Proj	0	875	80	54	616	0	0	0	0	74	0	50
174 SR-49 / Proj	0	956	53	0	690	0	0	0	0	49	0	0

Ione Casino  
 Cumulative Plus Project Alternative C Friday  
 PM Peak Hour

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/LOS	V/C	Del/LOS	V/C	
# 6 SR-49 / Miller Way	B	10.2 0.000	B	10.6 0.000	+ 0.381 D/V
# 7 SR-49 / Main-Fiddletown	F	246.2 0.000	F	392.5 0.000	+146.363 D/V
# 8 SR-49 / Poplar	B	14.1 0.000	C	15.0 0.000	+ 0.956 D/V
# 9 SR-49 / Empire	F	56.0 0.000	F	68.4 0.000	+12.447 D/V
# 10 SR-49 / SR-16	F	470.7 0.000	F	827.3 0.000	+356.550 D/V
# 23 SR-16 / SR-124	D	28.5 0.000	E	49.3 0.000	+20.823 D/V
# 24 SR-16 / Latrobe (amador)	F	89.8 0.000	F	153.2 0.000	+63.458 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	669.6 0.000	F	OVREFL 0.000	+418.914 D/V
# 26 SR-104 (Main) / SR-124 (Church)	F	111.4 0.000	F	214.9 0.000	+103.511 D/V
# 28 SR-88 / SR-124	C	16.6 0.000	C	18.7 0.000	+ 2.120 D/V
#101 SR-49 / Project Access	A	0.0 0.000	F	94.6 0.000	+94.625 D/V
#174 SR-49 / Project Service Access	A	0.0 0.000	F	86.6 0.000	+86.591 D/V

Ione Casino  
Cumulative Plus Project Alternative C 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 0 0 0 0 0 0 0  
 Final Vol.: 56 298 0 0 238 9 7 0 0 24 0 0 0 0  
 Approachdel: xxxxxx xxxxxx 10.6 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 volume=11]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=632]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	???	No
# 7 SR-49 / Main-Fiddletown	???	Yes
# 8 SR-49 / Poplar	???	No
# 9 SR-49 / Empire	???	No
# 10 SR-49 / SR-15	???	Yes
# 23 SR-16 / SR-124	???	No
# 24 SR-16 / Latrobe (Amador)	???	Yes
# 25 SR-104 (Preston) / SR-124 (North)	???	Yes
# 26 SR-104 (Main) / SR-124 (Church)	???	Yes
# 28 SR-88 / SR-124	???	No
#101 SR-49 / Project Access	???	No
#174 SR-49 / Project Service Access	???	No

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Signal Warrant Report

Intersection #7 SR-49 / Main-Fiddletown

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

Final Vol.: 83 264 366 23 198 28 21 98 76 173 84 20

ApproachDel: xxxxxx 32.2

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

Signal Warrant Rule #1: [vehicle-hours=1.8]

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

Signal Warrant Rule #2: [approach volume=196]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1435]

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=30.1]

SUCCESS - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=276]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1435]

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

with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative C 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 Uncontrolled Uncontrolled

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

Final Vol.: 59 782 0 0 471 10 10 0 66 0 0 0 0

ApproachDel: xxxxxx 15.0

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

Signal Warrant Rule #1: [vehicle-hours=0.3]

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

Signal Warrant Rule #2: [approach volume=75]

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

Signal Warrant Rule #3: [approach count=3] [total volume=1397]

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

with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative C 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: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0  
Final Vol.: 318 0 147 0 0 0 0 0 0 628 545 245 466 0  
ApproachDel: 827.3 xxxxxx xxxxxx

Approach[northbound] [lanes=2] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=106.9]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=465]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3] [total volume=2349]  
SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative C 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 Uncontrolled Uncontrolled  
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 0 1 0 1 1 0 0  
Final Vol.: 188 786 9 5 558 10 15 2 151 2 10 3  
ApproachDel: xxxxxx 23.6 68.4

Approach[westbound] [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=1.1]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=168]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1739]  
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=0.3]  
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=1739]  
SUCCEED - Total volume greater than or equal to 800 for intersection  
with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative C 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 1 0 0 0 0 0 0 1 0 1 1 0 1 0 0  
Final Vol.: 14 0 268 0 0 0 0 0 901 28 132 649 0  
ApproachDel: 49.3 xxxxxx xxxxxx xxxxxx  
Approach[northbound][lanes=2][control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=3.9]  
FAIL - Vehicle-hours less than 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=282]  
SUCCEEDED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=1992]  
SUCCEEDED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

\*\*\*\*\* Signal Warrant Report \*\*\*\*\*  
Intersection #24 SR-16 / Latrobe (Amador)  
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: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0  
Final Vol.: 0 0 0 0 206 0 8 6 711 0 0 480 139  
ApproachDel: xxxxxx 153.2 xxxxxx  
Approach[southbound][lanes=1][control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=9.1]  
SUCCEEDED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=214]  
SUCCEEDED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=1550]  
SUCCEEDED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.



Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
 Intersection #25 SR-104 (Preston) / SR-124 (North)  
 Signal Warrant #1: [vehicle-hours=83.9]  
 Future Volume Alternative: Peak Hour Warrant Met  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
 Lanes: 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0  
 Final Vol.: 169 304 275 56 330 50 38 30 121 215 26 36  
 ApproachDel: xxxxxx xxxxxx 67.2 1088.5

Approach[westbound] [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=83.9]  
 FAIL - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=277]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1650]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
 Intersection #26 SR-104 (Main) / SR-124 (Church)  
 Signal Warrant #1: [vehicle-hours=345]  
 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: 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0  
 Final Vol.: 315 11 19 3 12 25 54 302 367 5 225 5  
 ApproachDel: 214.9 xxxxxx 14.5 xxxxxx

Approach[northbound] [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=20.6]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=345]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1344]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

\*\*\*\*\* Signal Warrant Report \*\*\*\*\*  
 Intersection #28 SR-98 / 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.: xxxxxx 18.7 xxxxxx 0 0 487 3  
 ApproachDel: xxxxxx 18.7 xxxxxx xxxxxx

Approach(southbound) [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 >= 150 for two or more lane approach.  
 SUCCEEDED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: (approach count=3) [total volume=1655]  
 SUCCEEDED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative C 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 0 0 0 0 0 0 0 0 0 0 1 0  
 Final Vol.: xxxxxx 57 655 xxxxxx 0 0 0 0 0 0 0 0 0 0 1  
 ApproachDel: xxxxxx xxxxxx xxxxxx 94.6

Approach(westbound) [lanes=2] (control=Stop)  
 Signal Warrant Rule #1: (vehicle-hours=3.5)  
 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=1859]  
 SUCCEEDED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
 Cumulative Plus Project Alternative C Friday  
 PM Peak Hour

Signal Warrant Report  
 Intersection #174 SR-49 / Project Service Access  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L T R	L T R	L T R	L T R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	0 0 1 0	0 0 1 0	0 0 0 0	1 0 0 0
ApproachDel:	0 1016	56	0 733	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach(westbound) [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=52]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] (Total volume=1858)  
 SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Ione Casino  
 Cumulative Plus Project Alternative C Friday  
 PM Peak Hour

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

Intersection #6 SR-49 / Miller Way	North Bound	South Bound	East Bound	West Bound
Movement:	L T R	L T R	L T R	L T R
Control:	Uncontrolled	Uncontrolled	Uncontrolled	Uncontrolled
Lanes:	1 0 1 0	0 0 0 1	0 0 1 0	0 0 1 0

Volume Module:  
 Base Vol: 51 236 0 0 180 8 6 0 22 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 51 236 0 0 180 8 6 0 22 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: 51 269 0 0 215 8 6 0 22 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PHF Volume: 56 298 0 0 238 9 7 0 24 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 56 298 0 0 238 9 7 0 24 0 0 0  
 Critical Gap Module:  
 Critical Gap: 4.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 xxxxx 6.2 xxxxxx xxxx xxxxxx  
 Followupprim: 2.3 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 3.5 xxxxx 3.3 xxxxxx xxxx xxxxxx

Capacity Module:  
 Conflict Vol: 247 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 653 xxxxx 242 xxxxx xxxxx xxxxxx  
 Potent Cap.: 1285 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 415 xxxxx 802 xxxxx xxxxx xxxxxx  
 Move Cap.: 1285 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 421 xxxxx 802 xxxxx xxxxx xxxxxx  
 Volume/Cap: 0.04 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.02 xxxxx 0.03 xxxxx xxxxx xxxxxx

Level Of Service Module:  
 Queue: 0.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Stopped Del: 7.9 xxxxx xxxxxx 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 LT - LTR - RT  
 Shared Queue: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 671 xxxxx xxxxx xxxxx xxxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx 10.6 xxxxxx xxxxx xxxxx xxxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: xxxxxx \* \* \* \* \*  
 ApproachLOS: B \* \* \* \* \* 10.6 \* \* \* \* \*

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

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

Average Delay (sec/veh): 1.2 Worst Case Level of Service: C (15.0)

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
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 0 0 0 0 0

Volume Module:  
Base Vol: 53 686 0 0 395 9 9 0 59 0 0 0  
Growth Adj: 1.00  
Initial Base: 53 686 0 0 395 9 9 0 59 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: 55 727 0 0 438 9 9 0 61 0 0 0  
User Adj: 1.00  
PHF Adj: 0.93  
PHF Volume: 59 782 0 0 471 10 10 0 66 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 59 782 0 0 471 10 10 0 66 0 0 0  
Critical Gap Module:  
Critical Gap: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx  
FollowUpTime: 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx

Capacity Module:  
Conflict Vol: 481 xxxxx xxxxx xxxxx xxxxx xxxxx 1376 xxxxx 476 xxxxx xxxxx xxxxx  
Potential Cap.: 1051 xxxxx xxxxx xxxxx xxxxx xxxxx 162 xxxxx 593 xxxxx xxxxx xxxxx  
Move Cap.: 1051 xxxxx xxxxx xxxxx xxxxx xxxxx 154 xxxxx 593 xxxxx xxxxx xxxxx  
Volume/Cap: 0.06 xxxxx xxxxx xxxxx xxxxx xxxxx 0.06 xxxxx 0.11 xxxxx xxxxx xxxxx

Level of Service Module:  
Queue: 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: 8.6 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 434 xxxxx xxxxx xxxxx xxxxx  
SharedQueue: 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx xxxxx xxxxx  
Shrd StpDel: 8.6 xxxxx xxxxx xxxxx xxxxx xxxxx 15.0 xxxxx xxxxx xxxxx xxxxx  
Shared LOS: A \* \* \* \* \* C  
ApproachDel: xxxxxx xxxxxx 15.0 xxxxxx  
ApproachLOS: \* \* \* \* \* C

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

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

Average Delay (sec/veh): 80.6 Worst Case Level of Service: F (392.5)

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 0 1 0 0 0 0

Volume Module:  
Base Vol: 72 219 349 22 154 27 20 94 66 164 80 19  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 72 219 349 22 154 27 20 94 66 164 80 19  
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: 79 252 350 22 189 27 20 94 73 165 80 19  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
PHF Volume: 83 264 366 23 198 28 21 98 76 173 84 20  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 83 264 366 23 198 28 21 98 76 173 84 20  
Critical Gap Module:  
Critical Gap: 4.2 xxxxx xxxxx 4.2 xxxxx xxxxx 7.1 6.5 6.2 7.1 6.5 6.2  
FollowUpTime: 2.3 xxxxx xxxxx 2.3 xxxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:  
Conflict Vol: 226 xxxxx xxxxx 630 xxxxx xxxxx 923 1054 212 958 885 447  
Potential Cap.: 1308 xxxxx xxxxx 924 xxxxx xxxxx 253 228 833 239 286 616  
Move Cap.: 1308 xxxxx xxxxx 924 xxxxx xxxxx 172 207 833 128 260 616  
Volume/Cap: 0.06 xxxxx xxxxx 0.02 xxxxx xxxxx 0.12 0.47 0.09 1.35 0.32 0.03

Level of Service Module:  
Queue: 0.2 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx  
Stopped Del: 7.9 xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx xxxxx 9.8 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 200 xxxxx xxxxx xxxxx 162 xxxxx  
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 3.3 xxxxx xxxxx xxxxx 19.6 xxxxx  
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 46.6 xxxxx xxxxx xxxxx 393 xxxxx  
Shared LOS: \* \* \* \* \* E \* \* \* \* \*  
ApproachDel: xxxxxx xxxxxx 32.2 xxxxxx 392.5  
ApproachLOS: \* \* \* \* \* D F

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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): 3.9 Worst Case Level Of Service: F (68.4)

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

Volume Module:
Base Vol: 172 697 8 5 480 9 14 2 137 2 9 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 172 697 8 5 480 9 14 2 137 2 9 3

Level Of Service Module:
Conflict Vol: 567 xxxxx xxxxx 1747 1744 563 1817 1745 791
Potential Del: 9.6 xxxxx xxxxx 9.5 xxxxx xxxxx xxxxx 14.5 xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 0.7 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 1.2 xxxxx xxxxx xxxxx
Stopped Del: 9.6 xxxxx xxxxx 9.5 xxxxx xxxxx xxxxx xxxxx 14.5 xxxxx xxxxx xxxxx

Level Of Service Module:
Queue: 32.0 xxxxx 1.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.1 xxxxx xxxxx
Stopped Del: 1202 xxxxx 16.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.3 xxxxx xxxxx

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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): 164.9 Worst Case Level Of Service: F (827.3)

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

Volume Module:
Base Vol: 307 0 133 0 0 0 0 0 0 484 526 230 335 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Level Of Service Module:
Queue: 32.0 xxxxx 1.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.1 xxxxx xxxxx
Stopped Del: 1202 xxxxx 16.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.3 xxxxx xxxxx

Level Of Service Module:
Queue: 32.0 xxxxx 1.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.1 xxxxx xxxxx
Stopped Del: 1202 xxxxx 16.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.3 xxxxx xxxxx

Level Of Service Module:
Queue: 32.0 xxxxx 1.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 1.1 xxxxx xxxxx
Stopped Del: 1202 xxxxx 16.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.3 xxxxx xxxxx

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Cumulative Plus Project Alternative C Friday  
PM Peak Hour

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

Average Delay (sec/veh): 21.2 Worst Case Level Of Service: F[15.2]  
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  
Rights: Stop Sign Uncontrolled Include Uncontrolled  
Lanes: 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0  
Volume Module:  
Base Vol: 0 0 0 197 0 8 6 616 0 0 398 133  
Growth Adj: 1.00  
Initial Sse: 0 0 0 197 0 8 6 616 0 0 398 133  
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 -2 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 197 0 8 6 680 0 0 459 133  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.96  
PHF Volume: 0 0 0 206 0 8 6 711 0 0 480 139  
Reduct Vol: 0  
Final Vol.: 0 0 0 206 0 8 6 711 0 0 480 139

Critical Gap Module:  
Critical Gap: 6.4 xxx 6.2 4.1 xxx xxx xxx xxx xxx xxx xxx  
FollowupTIm: 3.5 xxx 3.3 2.2 xxx xxx xxx xxx xxx xxx xxx  
Capacity Module:  
Conflict Vol: 1272 xxx 549 619 xxx xxx xxx xxx xxx xxx xxx  
Potent Cap.: 186 xxx 539 957 xxx xxx xxx xxx xxx xxx xxx  
Move Cap.: 186 xxx 539 957 xxx xxx xxx xxx xxx xxx xxx  
Volume/Cap: 1.11 xxx 0.02 0.01 xxx xxx xxx xxx xxx xxx

Level Of Service Module:  
Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Stopped Del: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
LOS by Move: \* \* \* \* \* 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: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \* \* \* \* \* F \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: xxx xxx 153.2 F  
ApproachLOS: \* \* \* \* \* F

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Cumulative Plus Project Alternative C 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): 7.7 Worst Case Level Of Service: E[49.3]  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R L T R

Control: Stop Sign Uncontrolled Channel Uncontrolled  
Rights: Stop Sign Uncontrolled Channel Uncontrolled  
Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0 0  
Volume Module:  
Base Vol: 14 0 202 0 0 0 808 27 75 567 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Sse: 14 0 202 0 0 0 808 27 75 567 0  
Added Vol: 0 0 57 0 0 0 66 0 53 61 0  
PasserByVol: 0 0 0 0 0 0 0 -2 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 14 0 259 0 0 0 872 27 128 628 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.97  
PHF Volume: 14 0 268 0 0 0 901 28 132 649 0  
Reduct Vol: 0  
Final Vol.: 14 0 268 0 0 0 901 28 132 649 0

Critical Gap Module:  
Critical Gap: 6.4 xxx 6.3 xxx xxx xxx xxx xxx xxx xxx 4.2 xxx xxx  
FollowupTIm: 3.5 xxx 3.3 xxx xxx xxx xxx xxx xxx 2.3 xxx xxx  
Capacity Module:  
Conflict Vol: 1814 xxx 901 xxx xxx xxx xxx xxx xxx xxx  
Potent Cap.: 84 xxx 333 xxx xxx xxx xxx xxx xxx xxx xxx  
Move Cap.: 73 xxx 333 xxx xxx xxx xxx xxx xxx xxx xxx  
Volume/Cap: 0.20 xxx 0.80 xxx xxx xxx xxx xxx xxx 0.18 xxx xxx

Level Of Service Module:  
Queue: 0.7 xxx 6.7 xxx xxx xxx xxx xxx xxx xxx 0.7 xxx xxx  
Stopped Del: 66.4 xxx 48.4 xxx xxx xxx xxx xxx xxx 11.0 xxx xxx  
LOS by Move: \* \* \* \* \* E \* \* \* \* \* 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: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \* \* \* \* \* E \* \* \* \* \* \* \* \* \* \*  
ApproachDel: 49.3 E  
ApproachLOS: \* \* \* \* \* E

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Cumulative Plus Project Alternative C 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): 55.9 Worst Case Level Of Service: F(214.9)  
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 Include Uncontrolled Include  
Rights: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0  
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: 242 10 18 3 11 24 51 285 295 5 212 5  
Growth Adj: 1.00  
Initial Bse: 242 10 18 3 11 24 51 285 295 5 212 5  
Added Vol: 55 0  
PasserByVol: 0  
Initial Fut: 297 10 18 3 11 24 51 285 346 5 212 5  
User Adj: 1.00  
PHF Adj: 0.94  
PHF Volume: 315 11 19 3 12 25 54 302 367 5 225 5  
Reduct Vol: 0  
Final Vol.: 315 11 19 3 12 25 54 302 367 5 225 5  
Critical Gap Module:  
Critical Gp: 7.2 6.6 6.3 7.2 6.6 6.3 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  
FollowUpTm: 3.5 4.0 3.3 3.5 4.0 3.3 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 2.3

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Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #25 SR-104 (Preston) / SR-124 (North)  
Average Delay (sec/veh): 191.9 Worst Case Level Of Service: F(1088.5)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R L T R  
Control: Stop Sign Uncontrolled Include Stop Sign Include  
Rights: 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0  
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: 160 288 205 51 313 47 36 28 115 152 25 33  
Growth Adj: 1.00  
Initial Bse: 160 288 205 51 313 47 36 28 115 152 25 33  
Added Vol: 0 0 56 2 0 0 0 0 0 0 0 52 0 1  
PasserByVol: 0  
Initial Fut: 160 288 261 53 313 47 36 28 115 204 25 34  
User Adj: 1.00  
PHF Adj: 0.95  
PHF Volume: 169 304 275 56 330 50 38 30 121 215 26 36  
Reduct Vol: 0  
Final Vol.: 169 304 275 56 330 50 38 30 121 215 26 36  
Critical Gap Module:  
Critical Gp: 4.2 4.2 4.2 4.2 4.2 4.2 7.1 6.5 6.2 7.2 6.6 6.3  
FollowUpTm: 2.3 2.3 2.3 2.3 2.3 2.3 3.5 4.0 3.3 3.5 4.0 3.3  
Capacity Module:  
Conflict Vol: 579 579 579 579 579 579 1277 1383 355 1321 1271 441  
Potential Cap.: 1157 1157 1157 1157 1157 1157 145 145 693 132 166 610  
Move Cap.: 1157 1157 1157 1157 1157 1157 97 114 693 73 131 610  
Volume/Cap: 0.15 0.15 0.15 0.15 0.15 0.15 0.39 0.26 0.17 2.93 0.20 0.06  
Level Of Service Module:  
Queue: 0.5 0.5 0.5 0.5 0.5 0.5 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 8.9 8.9 8.9 8.9 8.9 8.9  
LOS by Move: A A A A A A A A A A A A  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: 1157 1157 1157 1157 1157 1157 229 229 229 229 229 229  
Shared Queue: 1157 1157 1157 1157 1157 1157 6.3 6.3 6.3 6.3 6.3 6.3  
Shrd StpDel: 1157 1157 1157 1157 1157 1157 67.2 67.2 67.2 67.2 67.2 67.2  
Shared LOS: A A A A A A A A A A A A  
ApproachDel: 1157 1157 1157 1157 1157 1157 67.2 67.2 67.2 67.2 67.2 67.2  
ApproachLOS: A A A A A A A A A A A A

Cumulative Plus Project Alternative C Friday PM Peak Hour

Level of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 7.0 Worst Case Level of Service: F [ 94.6]
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 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: 0 877 0 0 619 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.00

Critical Gap Module:
Critical Gap: 4.2
FollowUpTime: 2.3

Capacity Module:
Conflict Vol: 1015
Potential Cap: 660
Move Cap: 660
Volume/Cap: 0.09

Level of Service Module:
Queue: 0.3
Stopped Del: 11.0
LOS by Move: B
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

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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): 5.1 Worst Case Level of Service: C [ 18.7]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 0 0 1 0
Volume Module:
Base Vol: 0 0 0 0 5 0 226 210 531 0 0 447 3
Growth Adj: 1.00

Critical Gap Module:
Critical Gap: 6.5
FollowUpTime: 3.6

Capacity Module:
Conflict Vol: 1635
Potential Cap: 107
Move Cap: 85
Volume/Cap: 0.06

Level of Service Module:
Queue: 0.2
Stopped Del: 50.3
LOS by Move: F
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

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PM Peak Hour

Level of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #174 SR-49 / Project Service Access  
 Average Delay (sec/veh): 2.4 Worst Case Level of Service: F (86.6)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0 1  
 Volume Module:  
 Base Vol: 0 877 0 0 619 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  
 Initial Bse: 0 877 0 0 619 0 0 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 80 53 0 74 0 0 0 0 0 0 0 0 49 0 0 0  
 PasserByVol: 0 -1 0 0 -3 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 956 53 0 690 0 0 0 0 0 0 0 0 49 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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  
 PHF Volume: 0 1016 56 0 733 0 0 0 0 0 0 0 0 52 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 0 1016 56 0 733 0 0 0 0 0 0 0 0 52 0 0 0

Critical Gap Module:  
 Critical Gp:xxxxx xxx xxxxxx xxxxxx xxxxxx xxxxxx 6.4 xxxxxx  
 FollowUpTim:xxxxx xxx xxxxxx xxx xxxxxx xxxxxx xxxxxx 3.5 xxxxxx  
 Capacity Module:  
 Conflict Vol: xxx xxxxxx xxx xxxxxx xxx xxxxxx 1777 xxxxxx  
 Potent Cap.: xxx xxxxxx xxx xxxxxx xxx xxxxxx 92 xxxxxx  
 Move Cap.: xxx xxxxxx xxx xxxxxx xxx xxxxxx 92 xxxxxx  
 Volume/Cap: xxx xxx xxx xxx xxxxxx xxx xxxxxx 0.57 xxxxxx

Level of Service Module:  
 Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 2.6 xxxxxx  
 Stopped Del:xxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx 86.6 xxxxxx  
 LOS by Move: \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx  
 Shared Queue:xxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx  
 Shrd StpBel:xxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachBel: xxxxxx \* \* \* \* \*  
 ApproachLOS: \* \* \* \* \* 86.6 F

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

Intersection #29 SR-88 / SR-12 (North)  
Average Delay (sec/veh): 127.9 Worst Case Level of Service: F[426.1]

Table with columns for Approach, Movement, L, T, R, L, T, R, L, T, R, L, T, R, L, T, R. Includes Control, Rights, Lanes, and Volume Module data.

Base Vol: 0 0 0 107 0 564 645 614 0 0 347 81  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 107 0 564 645 614 0 0 347 81

Critical Gap Module:  
Critical Op:xxxxxxx 6.5 xxxxx 6.3 4.1 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
FollowUpTim:xxxxxxx 3.6 xxxxx 3.4 2.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Capacity Module:  
Conflict Vol: xxxxx xxxxxx xxxxxx 2380 xxxxx 388 428 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Potential Cap: xxxxx xxxxxx xxxxxx 36 xxxxx 648 1121 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:  
Queue: xxxxx xxxxx xxxxxx 13.9 xxxxx 12.6 4.4 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Stopped Del:xxxxxx 46.3 13.2 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

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

Intersection #28 SR-88 / SR-124  
Average Delay (sec/veh): 4.6 Worst Case Level of Service: C[16.5]

Table with columns for Approach, Movement, L, T, R, L, T, R, L, T, R, L, T, R, L, T, R. Includes Control, Rights, Lanes, and Volume Module data.

Base Vol: 0 0 0 226 210 531 0 0 447 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 226 210 531 0 0 447 3

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

Capacity Module:  
Conflict Vol: xxxxx xxxxxx 1508 xxxxx 451 452 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Potential Cap: xxxxx xxxxxx 129 xxxxx 596 1083 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:  
Queue: xxxxx xxxxx xxxxxx 0.1 xxxxx 2.4 0.9 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Stopped Del:xxxxxx 16.1 9.4 xxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx



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Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #36 SP-49 / Pleasant Valley  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap. (X): 1.547  
Lost Time (sec): 0 (V+R = 4 sec) Average Delay (sec/veh): 133.4  
Optimal Cycle: 0 Level Of Service: F  
\*\*\*\*\*  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0

Volume Module:  
Base Vol.: 155 0 250 0 0 0 0 604 281 325 380 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 155 0 250 0 0 0 0 604 281 325 380 0  
Added Vol: 7 0 28 0 0 0 0 604 281 325 380 0  
PasserByVol: 0 0 0 0 0 0 0 0 8 30 0 0  
Initial Fut: 162 0 278 0 0 0 0 604 289 355 380 0  
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 Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Reduced Vol: 162 0 278 0 0 0 0 604 289 355 380 0  
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.: 162 0 278 0 0 0 0 604 289 355 380 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: 0.37 0.00 0.63 0.00 0.00 0.00 0.00 0.68 0.32 1.00 1.00 0.00  
Final Sat.: 203 0 349 0 0 0 0 390 187 483 517 0  
Capacity Analysis Module:  
Vol/Sat: 0.80 xxxxx 0.80 xxxxx xxxxx xxxxx 1.55 0.74 0.74 xxxxx  
Crit Moves: \*\*\*\*\*  
Delay/Veh: 30.0 0.0 30.0 0.0 0.0 0.0 0.0 272 271.9 28.0 26.3 0.0  
AdjDel/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
LOS by Move: D \* D \* D \* \* F F D D  
ApproachDel: 30.0 xxxxxx 271.9 27.1  
Delay Adj: 1.00 xxxxxx 1.00 1.00  
ApprochDel: 30.0 xxxxxx 271.9 27.1  
LOS by Appr: D \* F D

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #37 SR-16 / Ione  
\*\*\*\*\*  
Average Delay (sec/veh): 2.0 Worst Case Level Of Service: E [36.1]  
\*\*\*\*\*  
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 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 0 0

Volume Module:  
Base Vol.: 78 0 1 0 0 0 0 0 652 190 0 386 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 78 0 1 0 0 0 0 0 652 190 0 386 0  
Added Vol: 0 0 0 0 0 0 0 0 66 0 0 61 0  
PasserByVol: 0 0 0 0 0 0 0 0 -2 0 0 0 0  
Initial Fut: 78 0 1 0 0 0 0 0 716 190 0 447 0  
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 Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Reduced Vol: 78 0 1 0 0 0 0 0 716 190 0 447 0  
Final Vol.: 78 0 1 0 0 0 0 0 716 190 0 447 0  
Critical Gap Module:  
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
Conflict Vol: 1258 xxxxx 811 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Potential: 190 xxxxx 383 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Move Cap.: 190 xxxxx 383 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: 0.41 xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Level Of Service Module:  
Queue: 1.8 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: 36.4 xxxxx 14.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: E \* B \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd StrDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \*  
ApproachDel: 36.1 xxxxxxx xxxxxxx xxxxxxx  
E \*  
ApprochDel: E \*  
LOS by Appr: F D

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)  
Intersection #38 SR-16 / Marietta South Pkwy  
Cycle (sec): 50 Critical Vol./Cap. (X): 0.607  
Loss Time (sec): 9 (V+R = 4 sec) Average Delay (sec/veh): 10.2  
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 5 5 5 5 3 7 7 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 2 11 3 126 208 834 0 2 445 12  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 0 0 2 11 3 126 208 834 0 2 445 12  
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 2 11 3 126 208 898 0 2 506 12  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 2 11 3 126 208 898 0 2 506 12  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 2 11 3 126 208 898 0 2 506 12  
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 0 0 2 11 3 126 208 898 0 2 506 12

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.87 0.77 0.77 0.85 0.92 0.97 1.00 0.92 0.97 0.97 0.97  
Lanes: 0.00 0.00 1.00 0.79 0.21 1.00 1.00 1.00 1.00 0.00 1.00 0.98 0.02  
Final Sat.: 0 0 1644 1148 313 1615 1753 1845 0 1753 1797 43

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.01 0.01 0.01 0.08 0.12 0.49 0.00 0.00 0.28 0.28  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.10 0.10 0.10 0.31 0.21 0.66 0.00 0.06 0.51 0.51  
Volume/Cap: 0.00 0.00 0.01 0.10 0.10 0.25 0.56 0.74 0.00 0.02 0.56 0.56  
Delay/Veh: 0.0 0.0 20.3 20.7 20.7 13.0 19.4 8.0 0.0 22.2 9.2 9.2  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 20.3 20.7 20.7 13.0 19.4 8.0 0.0 22.2 9.2 9.2  
HCM2kAVG: 0 0 0 0 0 2 4 11 0 0 6 6

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)  
Intersection #39 SR-16 / Marietta Pkwy  
Cycle (sec): 60 Critical Vol./Cap. (X): 0.988  
Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 31.8  
Optimal Cycle: OPTIMIZED Level Of Service: C

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Ovl Ovl Ovl Ovl  
Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7 3  
Lanes: 1 0 1 0 1 0 1 0 1 1 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 147 195 55 55 114 177 212 938 179 45 469 55  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 147 195 55 55 114 177 212 938 179 45 469 55  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 147 195 55 55 114 177 212 1002 179 45 530 55  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 147 195 55 55 114 177 212 1002 179 45 530 55  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 147 195 55 55 114 177 212 1002 179 45 530 55  
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.: 147 195 55 55 114 177 212 1002 179 45 530 55

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 1648 171

Capacity Analysis Module:  
Vol/Sat: 0.08 0.10 0.03 0.03 0.06 0.11 0.12 0.54 0.11 0.03 0.32 0.32  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.08 0.14 0.19 0.06 0.12 0.28 0.16 0.55 0.63 0.05 0.44 0.44  
Volume/Cap: 0.99 0.74 0.18 0.51 0.51 0.39 0.74 0.99 0.18 0.51 0.74 0.74  
Delay/Veh: 96.8 35.0 20.7 31.4 27.0 18.0 33.4 38.0 4.6 32.9 17.7 17.7  
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: 96.8 35.0 20.7 31.4 27.0 18.0 33.4 38.0 4.6 32.9 17.7 17.7  
HCM2kAVG: 7 5 1 2 3 3 6 27 1 2 11 11

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #41 SR-16 / Latrobe (Sac)  
Average Delay (sec/veh): 2.8 Worst Case Level of Service: F(23.5)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
Rights: Include Include Include Include  
Lanes: 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:  
Base Vol: 9 0 4 9 0 47 60 1329 22 4 780 15  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 9 0 4 9 0 47 60 1329 22 4 780 15  
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: 9 0 4 9 0 47 60 1393 22 4 841 15  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 9 0 4 9 0 47 60 1393 22 4 841 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 9 0 4 9 0 47 60 1393 22 4 841 15  
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: 2404 xxx 1404 2383 xxx 849 856 xxx xxx 1415 xxx xxx  
Potential Cap: 23 xxx 173 24 xxx 364 780 xxx xxx 479 xxx xxx  
Move Cap: 19 xxx 173 22 xxx 364 780 xxx xxx 479 xxx xxx  
Volume/Cap: 0.48 xxx 0.02 0.41 xxx 0.13 0.08 xxx 0.01 xxx xxx  
Level of Service Module:  
Queue: xxx xxx 0.1 xxx xxx 0.4 0.2 xxx xxx 0.0 xxx xxx  
Stopped Del: xxx xxx 26.3 xxx xxx 16.3 10.0 xxx xxx 12.6 xxx xxx  
LOS by Move: \* \* \* \* \* C \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap: 19 xxx xxx 22 xxx xxx xxx xxx xxx xxx xxx xxx  
Shared Queue: 1.3 xxx xxx 1.2 xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel: 11.1 xxx xxx 254.5 xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \* \* \* \* \* F \* \* \* \* \*  
ApproachDel: 223.5 F 54.6 F  
ApproachLOS: \* \* \* \* \* F \* \* \* \* \*

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #40 SR-16 / Stone House  
Average Delay (sec/veh): 61.4 Worst Case Level of Service: F(876.8)  
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 0 0 1 0 0 0 1 1 0 1 0 0 0 0 0 0 1 0

Volume Module:  
Base Vol: 0 0 129 0 36 85 1205 0 0 710 81  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 129 0 36 85 1205 0 0 710 81  
Added Vol: 0 0 0 0 0 0 66 0 0 61 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 129 0 36 85 1269 0 0 771 81  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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 0 129 0 36 85 1269 0 0 771 81  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 129 0 36 85 1269 0 0 771 81  
Critical Gap Module:  
Critical Gap: 6.4 xxx 6.2 4.1 xxx xxx xxx xxx xxx  
Followupprim: 3.5 xxx 3.3 2.2 xxx xxx xxx xxx xxx

Capacity Module:  
Conflict Vol: xxx xxx xxx 2251 xxx 812 852 xxx xxx xxx xxx  
Potential Cap: xxx xxx xxx 46 xxx 382 783 xxx xxx xxx xxx  
Move Cap: xxx xxx xxx 43 xxx 382 783 xxx xxx xxx xxx  
Volume/Cap: xxx xxx xxx 3.03 xxx 0.09 0.11 xxx xxx xxx xxx  
Level of Service Module:  
Queue: xxx xxx xxx 14.2 xxx 0.3 0.4 xxx xxx xxx xxx  
Stopped Del: xxx xxx xxx 111.7 xxx 15.4 10.2 xxx xxx xxx xxx  
LOS by Move: \* \* \* \* \* F \* \* \* \* \*  
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  
Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \* \* \* \* \* \* \* \* \* \* \*  
ApproachDel: xxxxxx 876.8 F  
ApproachLOS: \* \* \* \* \* \* \* \* \* \*

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

```
*****
Intersection #42 SR-16 / Dillard
Cycle (sec): 85 Critical Vol./Cap. (X): 1.249
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 102.0
Optimal Cycle: OPTIMIZED Level of Service: F
*****
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected Protected
Rights: Include Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0
*****
Volume Module:
Base Vol: 104 0 145 0 0 0 0 0 0 1271 284 89 742 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 104 0 145 0 0 0 0 0 0 1271 284 89 742 0
Added Vol: 0 0 1 0 0 0 0 0 0 65 0 1 60 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 104 0 146 0 0 0 0 0 0 1334 284 90 802 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 104 0 146 0 0 0 0 0 0 1334 284 90 802 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
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.: 104 0 146 0 0 0 0 0 0 1334 284 90 802 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 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 0.82 0.18 1.00 1.00 0.00
Final Sat.: 624 0 876 0 0 0 0 1485 316 1753 1845 0
Capacity Analysis Module:
Vol/Sat: 0.17 0.00 0.17 0.00 0.00 0.00 0.00 0.90 0.90 0.05 0.43 0.00
Crit Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.00 0.00 0.00 0.72 0.72 0.04 0.76 0.00
Volume/Cap: 1.25 0.00 1.25 0.00 0.00 0.00 1.25 1.25 1.25 0.57 0.00
Delay/Veh: 183.3 0.0 183.3 0.0 0.0 0.0 130.5 227.8 4.9 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: 183.3 0.0 183.3 0.0 0.0 0.0 130.5 227.8 4.9 0.0
HCM2NAVg: 18 0.18 0.0 0.0 0.0 0.0 83 83 7 9 0
*****
```

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

```
*****
Intersection #43 SR-16 / Sloughhouse
Average Delay (sec/veh): 2.5 Worst Case Level of Service: F (6.0)
*****
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0
*****
Volume Module:
Base Vol: 6 0 81 0 0 0 0 0 0 1479 12 44 794 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 0 81 0 0 0 0 0 0 1479 12 44 794 0
Added Vol: 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
Initial Fut: 6 0 81 0 0 0 0 0 0 1542 12 44 854 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 6 0 81 0 0 0 0 0 0 1542 12 44 854 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 6 0 81 0 0 0 0 0 0 1542 12 44 854 0
Critical Gap Module:
Critical Gap: 6.4 6.2
FollowUpTrim: 3.5 3.3
Capacity Module:
Conflict Vol: 2490 1548
Potential Cap: 33 142
Move Cap: 30 142
Volume/Cap: 0.20 0.57
Level of Service Module:
Queue: 0.6 2.9
LOS by Move: F
Movement: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT
Shared Cap: 4.1 4.1
Shared Queue: 4.1 4.1
Shrd StpDel: 0.10 0.10
Shared LOS:
ApproachLOS: 66.0
*****
```

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #44 SR-16 / Grant Line  
 Cycle (sec): 140 Critical Vol./Cap. (X): 2.092  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 472.1  
 Optimal Cycle: OPTIMIZED 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: 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

Volume Module:  
 Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Added Vol: 0 0 0 0 0 0 0 0 58 0 6 54 0  
 PasserByVol: 0 0 0 0 0 0 0 -2 0 0 0 0  
 Initial Fut: 0 615 85 178 887 149 214 1462 64 90 672 103  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 0 615 85 178 887 149 214 1462 64 90 672 103  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 615 85 178 887 149 214 1462 64 90 672 103  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 0 615 85 178 887 149 214 1462 64 90 672 103

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 0.98 0.98 0.98 0.98 0.92 0.97 0.97 0.92 0.95 0.95  
 Lanes: 0.00 0.88 0.12 0.15 0.73 0.12 1.00 0.96 0.94 1.00 0.87 0.13  
 Final Sat.: 0 1643 227 272 1355 228 1753 1757 77 1753 1568 240  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.37 0.37 0.65 0.65 0.12 0.83 0.83 0.05 0.43 0.43  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.18 0.18 0.31 0.31 0.31 0.09 0.40 0.40 0.02 0.33 0.33  
 Volume/Cap: 0.00 2.09 2.09 2.09 2.09 2.09 1.30 2.09 2.09 2.09 1.30 1.30  
 Delay/Veh: 0.0 559 558.9 545.3 545.3 545.3 237.3 538 538.1 629.7 196 195.7  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 559 558.9 545.3 545.3 545.3 237.3 538 538.1 629.7 196 195.7  
 HCM2XAVG: 0.75 129 129 129 18 161 161 11 56 56

Ione Casino  
Cumulative Plus Project Alternative C Friday  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 105 Critical Vol./Cap. (X): 1.664  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 275.6  
 Optimal Cycle: OPTIMIZED Level Of Service: F  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: 3 Include 3 OVI 3 OVI 3 OVI  
 Min. Green: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Added Vol: 0 0 3 15 0 0 0 0 0 0 3 37 14  
 PasserByVol: 0 0 0 0 0 0 0 0 -2 0 0 0 0  
 Initial Fut: 10 769 137 456 1442 276 193 1200 51 68 595 217  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 10 769 137 456 1442 276 193 1200 51 68 595 217  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 769 137 456 1442 276 193 1200 51 68 595 217  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 10 769 137 456 1442 276 193 1200 51 68 595 217

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.98 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80  
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1805 1576 281 1805 1900 1615 1702 1792 1523 1702 1792 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.49 0.49 0.25 0.76 0.17 0.11 0.67 0.03 0.04 0.33 0.14  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.31 0.31 0.16 0.44 0.55 0.11 0.39 0.42 0.03 0.31 0.31  
 Volume/Cap: 0.19 1.58 1.58 1.58 1.72 0.31 1.07 1.72 0.08 1.40 1.07 0.30  
 Delay/Veh: 51.7 306 305.7 321.2 360 13.2 133.2 364 18.5 317.6 93.9 17.4  
 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: 51.7 306 305.7 321.2 360 13.2 133.2 364 18.5 317.6 93.9 17.4  
 HCM2XAVG: 1 71 71 38 120 5 12 100 1 7 29 4



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Approach:		North Bound			South Bound			East Bound			West Bound					
Movement:		L	T	R	L	T	R	L	T	R	L	T	R			
Control:		Protected			Protected			Protected			Protected					
Rights:		Included			Ov1			Ov1			Protected					
Lanes:		1	0	1	0	1	0	2	0	1	0	1	0	1	0	1
Volume Module:		*****														
Base Vol:		135	931	94	458	1453	672	425	1152	169	121	619	213			
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		135	931	94	458	1453	672	425	1152	169	121	619	213			
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:		135	931	96	463	1453	672	425	1181	169	123	668	218			
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:		135	931	96	463	1453	672	425	1181	169	123	668	218			
Reduc Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:		135	931	96	463	1453	672	425	1181	169	123	668	218			
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Vol:		135	931	96	463	1453	672	425	1181	169	123	668	218			
Saturation Flow Module:																
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:		0.95	0.94	0.94	0.94	0.95	0.95	0.85	0.90	0.94	0.80	0.90	0.94	0.80	0.90	0.94
Lanes:		1.00	1.81	0.19	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:		1805	3227	333	1805	3610	1615	1702	1792	1523	1702	1792	1523			
Capacity Analysis Module:																
Vol/Sat:		0.07	0.29	0.29	0.26	0.40	0.42	0.25	0.66	0.11	0.07	0.37	0.14			
Crit Moves:		*****														
Green/Cycle:		0.06	0.20	0.20	0.17	0.31	0.51	0.20	0.45	0.51	0.05	0.30	0.47			
Volume/Cap:		1.29	1.47	1.47	1.29	0.81	1.25	1.47	0.22	1.47	0.22	1.47	1.25			
Delay/Veh:		226.9	257	256.7	266.5	168	24.6	172.1	244	12.5	309.2	160	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:		226.9	257	256.7	266.5	168	24.6	172.1	244	12.5	309.2	160	14.9			
HCM2kAdj:		10	36	36	34	42	18	26	80	3	11	38	4			

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Base Vol:		43	103	137	22	312	173	195	1291	268	135	698	41				
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:		43	103	137	22	312	173	195	1291	268	135	698	41				
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:		43	103	139	23	312	173	195	1327	268	137	733	42				
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:		43	103	139	23	312	173	195	1327	268	137	733	42				
Reduc Vol:		0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol:		43	103	139	23	312	173	195	1327	268	137	733	42				
Critical Gap Module:																	
Critical Gap:		7.1	6.5	6.2	4.2	xxxx	xxxxxx	4.2	xxxx	xxxxxx	2.3	xxxx	xxxxxx				
FollowupTime:		3.5	4.0	3.3	2.3	xxxx	xxxxxx	2.3	xxxx	xxxxxx	2.3	xxxx	xxxxxx				
Capacity Module:																	
Conflict Vol:		3122	2900	1461	3000	3013	754	775	xxxx	xxxxxx	1595	xxxx	xxxxxx				
Potent Cap.:		7	16	160	9	14	412	823	xxxx	xxxxxx	400	xxxx	xxxxxx				
Move Cap.:		0	8	160	0	7	412	823	xxxx	xxxxxx	400	xxxx	xxxxxx				
Volume/Cap:		xxxx12.78	0.87	xxxx45.90	0.42	0.24	xxxx	xxxxxx	0.34	xxxx	xxxxxx	0.34	xxxx	xxxxxx			
Level Of Service Module:																	
Queue:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.9	xxxx	xxxxxx	1.5	xxxx	xxxxxx				
Stopped Del.:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.7	xxxx	xxxxxx	18.6	xxxx	xxxxxx				
LOS by Move:		*	*	*	*	*	*	B	*	*	C	*	*				
Movement:		LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT				
Shared Cap.:		xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx				
Shared Queue:		xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx				
Shrd StpDel:		xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx				
Shared LOS:		*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:		xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx				
ApproachLOS:		F	F	F	F	F	F	F	F	F	F	F	F				

Ione Casino  
 Cumulative Plus Project Alternative C - Saturday  
 PM Peak Hour

Ione Casino  
 Cumulative Plus Project Alternative C - Saturday  
 PM Peak Hour

Scenario Report

Scenario Report

Cum Plus Alt C Sat  
 Cum Plus Alt C Sat  
 Cumulative  
 Existing  
 Trip Generation:  
 Default  
 2006 (Amador Bypass)  
 Existing  
 Existing

Cum Plus Alt C Sat  
 Cum Plus Alt C Sat  
 Cumulative  
 Existing  
 Trip Generation:  
 Default  
 2006 (Amador Bypass)  
 Existing  
 Existing

Trip Generation Report

Forecast for Cum Plus Alt C Sat

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

Trip Generation Report

Forecast for Cum Plus Alt C Sat

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

TOTAL 248 248 496 100.0

Ione Casino  
 Cumulative Plus Project Alternative C - Saturday  
 PM Peak Hour

Trip Distribution Report  
 Turning Movement Report  
 Cum Plus Alt C Sat

Zone	Percent Of Trips Default										
	1	2	3	4	5	6	7	8	9	10	11
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
Zone	12	13	14	15	16	17	18	19	20	21	22
1	6.2	0.4	15.9	0.9	0.8	0.8	0.7	13.2	13.1	1.2	0.1
Zone	23	24	25	26							
1	0.1	0.8	1.4	1.6							

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
<b>#1 Latrobe / Old Sacramento</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	18	0	0	0	0	0	18
Total	0	0	18	0	0	0	0	0	18
<b>#2 Main / Sherwood</b>									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	15	3	0	15	36
Total	3	0	0	0	15	3	0	15	36
<b>#3 Main / Empire</b>									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	12	3	0	12	30
Total	3	0	0	0	12	3	0	12	30
<b>#4 Main / Poplar</b>									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	9	3	0	9	24
Total	3	0	0	0	9	3	0	9	24
<b>#5 Main / Mill</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	9	0	9	0	18
Total	0	0	0	0	9	0	9	0	18
<b>#6 SR-49 / Miller Way</b>									
Base	24	258	0	190	8	2	0	35	0
Added	0	50	0	50	0	0	0	0	517
PassBy	0	-3	0	-4	0	0	0	0	100
Total	24	305	0	236	8	2	0	35	610
<b>#7 SR-49 / Main-Fiddletown</b>									
Base	59	200	175	19	175	23	27	58	45
Added	9	51	1	0	51	0	0	0	9
PassBy	0	-3	0	-4	0	0	0	0	0
Total	68	248	176	19	222	23	27	58	54
<b>#8 SR-49 / Poplar</b>									
Base	41	447	0	0	476	6	8	0	53
Added	3	61	0	0	61	0	0	0	3
PassBy	0	-3	0	-4	0	0	0	0	0
Total	44	505	0	0	533	6	8	0	56

Cumulative Plus Project Alternative C - Saturday  
Ione Casino  
PM Peak Hour

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

#9 SR-49 / Empire  
 Base 81 452  
 Added 7 64  
 Passby 0 -3  
 Total 88 513

#10 SR-49 / SR-16  
 Base 417 0  
 Added 0 13  
 Passby 0 0  
 Total 417 13

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

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

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

#14 SR-49 / Sureka  
 Base 0 0  
 Added 0 4  
 Total 0 4

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

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

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

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

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

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

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

#22 SR-49 / SR-88 (South)  
 Base 0 0  
 Added 0 5  
 Total 0 5

#23 SR-16 / SR-124  
 Base 16 0  
 Added 0 76  
 Passby 0 0  
 Total 16 76

#24 SR-16 / Latrobe (Amador)  
 Base 0 0  
 Added 0 0  
 Passby 0 0  
 Total 0 0

#25 SR-104 (Preston) / SR-124 (North)  
 Base 171 248  
 Added 0 74  
 Total 171 322

#26 SR-104 (Main) / SR-124 (Church)  
 Base 133 10  
 Added 73 0  
 Total 206 10

Cumulative Plus Project Alternative C - Saturday  
Ione Casino  
PM Peak Hour

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

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

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

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

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

#22 SR-49 / SR-88 (South)  
 Base 0 0  
 Added 0 5  
 Total 0 5

#23 SR-16 / SR-124  
 Base 16 0  
 Added 0 76  
 Passby 0 0  
 Total 16 76

#24 SR-16 / Latrobe (Amador)  
 Base 0 0  
 Added 0 0  
 Passby 0 0  
 Total 0 0

#25 SR-104 (Preston) / SR-124 (North)  
 Base 171 248  
 Added 0 74  
 Total 171 322

#26 SR-104 (Main) / SR-124 (Church)  
 Base 133 10  
 Added 73 0  
 Total 206 10

Cumulative Plus Project Alternative C - Saturday  
Ione Casino  
PM Peak Hour

			Southbound		Eastbound		Westbound		Total	
Volume Type	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	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
Added	0	0	0	0	3	0	0	3	0	6
Total	0	0	0	0	3	0	0	3	0	6

#28 SR-88 / SR-124

Base	0	0	0	193	129	482	0	0	456	3 1269
Added	0	0	0	70	70	3	0	0	3	146
Total	0	0	0	263	199	485	0	0	459	3 1415

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

Base	0	0	0	573	561	394	0	0	413	97 2129
Added	0	0	0	58	58	0	0	0	0	116
Total	0	0	0	631	619	394	0	0	413	97 2245

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

Base	26	673	1	3	536	295	1	26	1	0 3 1821
Added	0	39	0	0	39	16	0	0	0	0 110
Total	26	712	1	3	575	272	1	26	1	0 3 1931

#31 SR-88 / Kettleman

Base	29	524	5	7	440	101	182	49	26	12 62 4 1441
Added	0	34	0	0	34	5	0	0	0	0 78
Total	29	558	5	7	474	106	187	49	26	12 62 4 1519

#32 SR-12 / SR-99 SB Ramps

Base	0	0	0	0	0	0	0	0	0	0 0
Added	0	0	0	0	0	0	1	14	1	0 16
Total	0	0	0	0	0	0	1	14	1	0 16

#33 SR-12 / SR-99 NB Ramps

Base	0	0	0	0	0	0	0	0	0	0 0
Added	0	14	0	0	0	0	1	0	0	16 0 31
Total	0	14	0	0	0	0	1	0	0	16 0 31

#34 Kettleman / SR-99 SB Ramps

Base	0	0	0	0	0	0	0	0	0	0 0
Added	0	0	0	4	0	9	0	0	5	0 18
Total	0	0	0	4	0	9	0	0	5	0 18

#35 Kettleman / SR-99 NB Ramps

Base	0	0	0	0	0	0	0	0	0	0 0
Added	0	0	0	0	4	5	0	4	5	0 14
Total	0	0	0	0	4	5	0	4	5	0 14

Cumulative Plus Project Alternative C - Saturday  
Ione Casino  
PM Peak Hour

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

#36 SR-49 / Pleasant Valley

Base	203	0	273	0	0	0	355	187	217	301 0 1536
Added	10	0	40	0	0	0	0	10	40	0 100
Total	213	0	313	0	0	0	355	197	257	301 0 1636

#37 SR-16 / Ione

Base	97	0	0	0	0	0	353	123	7	463 0 1049
Added	0	0	0	0	0	0	88	0	88	0 176
PassBy	0	0	0	0	0	0	-3	0	0	0 -3
Total	97	0	0	0	0	0	438	123	7	551 0 1222

#38 SR-16 / Murietta South Pkwy

Base	0	2	0	0	117	170	487	2	0	530 24 1336
Added	0	0	0	0	0	0	87	0	0	87 0 174
PassBy	0	0	0	0	0	0	-3	0	0	0 -3
Total	0	2	0	0	117	170	571	2	0	617 24 1507

#39 SR-16 / Murietta Pkwy

Base	134	169	65	43	162	190	242	551	145	58 546 37 2342
Added	0	0	0	0	0	0	87	0	0	87 0 174
PassBy	0	0	0	0	0	0	-3	0	0	0 -3
Total	134	169	65	43	162	190	242	635	145	58 633 37 2513

#40 SR-16 / Stone House

Base	0	0	0	125	0	81	41	819	0	781 84 1931
Added	0	0	0	0	0	0	0	87	0	87 0 174
PassBy	0	0	0	0	0	0	-3	0	0	0 -3
Total	0	0	0	125	0	81	41	903	0	868 84 2102

#41 SR-16 / Latrobe (Sac)

Base	13	0	2	2	0	24	20	876	7	6 908 6 1864
Added	0	0	0	0	0	0	0	87	0	87 0 174
PassBy	0	0	0	0	0	0	-3	0	0	0 -3
Total	13	0	2	2	0	24	20	960	7	6 995 6 2035

#42 SR-16 / Dillard

Base	137	0	87	0	0	0	0	811	133	96 834 0 2098
Added	0	0	1	0	0	0	0	86	0	1 86 0 174
PassBy	0	0	0	0	0	0	-3	0	0	0 -3
Total	137	0	88	0	0	0	0	894	133	97 920 0 2269

#43 SR-16 / Sloughhouse

Base	0	0	55	0	0	0	0	962	10	45 916 0 1989
Added	0	0	0	0	0	0	0	86	0	86 0 172
PassBy	0	0	0	0	0	0	-3	0	0	0 -3
Total	0	0	55	0	0	0	0	1046	10	45 1002 0 2158

Cumulative Plus Project Alternative C - Saturday  
Ione Casino  
PM Peak Hour

Intersection Volume Report  
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
6 SR-49 / Mille	24	258	0	0	190	8	2	0	35	0	0	0
7 SR-49 / Main-	59	200	175	19	175	23	27	58	45	242	122	22
8 SR-49 / Popla	41	447	0	0	476	6	8	0	53	0	0	0
9 SR-49 / Empir	81	452	5	2	524	16	28	0	265	5	3	0
10 SR-49 / SR-16	417	0	166	0	0	0	0	0	228	259	276	343
23 SR-16 / SR-12	16	0	86	0	0	0	0	0	401	25	79	681
24 SR-16 / Latro	0	0	0	0	101	0	6	6	329	0	0	484
25 SR-104 / Prest	171	248	106	32	226	22	28	33	100	115	76	30
26 SR-98 / SR-12	133	10	18	3	5	13	5	13	251	231	23	306
101 SR-49 / Proje	0	538	0	0	0	0	6	0	193	129	482	0
174 SR-49 / Proje	0	538	0	0	794	0	0	0	0	0	0	0

Cumulative Plus Project Alternative C - Saturday  
Ione Casino  
PM Peak Hour

Volume Northbound Southbound Eastbound Westbound Total

Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total
<b>#44 SR-16 / Grant Line</b>													
Base	13	336	64	60	280	130	74	854	9	77	801	71	2769
Added	0	0	0	0	0	0	0	77	0	9	77	0	172
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	3
Total	13	336	64	60	280	130	74	928	9	86	878	71	2938
<b>#45 SR-16 / Sunrise</b>													
Base	15	459	78	337	588	146	127	529	22	76	610	338	3325
Added	0	0	4	20	0	0	0	53	0	4	53	20	154
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	15	459	82	357	588	146	127	579	22	80	663	358	3476
<b>#46 SR-16 / Excelsior</b>													
Base	50	74	62	43	122	158	144	563	92	46	697	17	2068
Added	0	0	2	1	0	0	0	50	0	2	50	1	106
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	50	74	64	44	122	158	144	610	92	48	747	18	2171
<b>#47 SR-16 / Bradshaw</b>													
Base	108	710	63	386	920	227	268	388	107	80	490	350	4097
Added	0	0	2	7	0	0	0	42	0	2	42	7	102
PassBy	0	0	0	0	0	0	0	-3	0	0	0	0	-3
Total	108	710	65	393	920	227	268	427	107	82	532	357	4196
<b>#101 SR-49 / Project Access</b>													
Base	0	538	0	0	794	0	0	0	0	0	0	0	1332
Added	0	0	106	71	0	0	0	0	106	0	71	0	354
PassBy	0	-3	0	0	-4	0	0	0	0	0	0	0	-7
Total	0	535	106	71	790	0	0	0	106	0	71	0	1679
<b>#174 SR-49 / Project Service Access</b>													
Base	0	538	0	0	794	0	0	0	0	0	0	0	1332
Added	0	106	71	0	106	0	0	0	71	0	0	0	354
PassBy	0	-1	0	0	-4	0	0	0	0	0	0	0	-5
Total	0	643	71	0	896	0	0	0	71	0	0	0	1681
<b>#176 Internal Project Intersection</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	71	0	0	0	0	177	0	71	177	0	496
Total	0	0	71	0	0	0	0	177	0	71	177	0	496

Ione Casino  
Cumulative Plus Project Alternative C - 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	24	305	0	0	236	8	2	0	35	0	0	0
7 SR-49 / Main-	68	248	176	19	222	23	27	58	54	243	122	22
8 SR-49 / Popla	44	505	0	0	533	6	8	0	56	0	0	0
9 SR-49 / Empir	88	513	5	2	584	16	28	0	272	5	3	0
10 SR-49 / SR-16	417	0	179	0	0	0	0	389	259	285	507	0
23 SR-16 / SR-12	16	0	162	0	0	0	0	486	25	155	769	0
24 SR-16 / Latro	0	0	101	0	6	6	414	0	0	572	179	0
25 SR-104 (Prest)	171	248	180	34	226	22	28	33	100	189	76	32
26 SR-104 (Main)	206	10	18	3	5	13	5	252	304	23	307	2
28 SR-88 / Projje	0	0	0	6	0	263	199	485	0	0	459	3
101 SR-49 / Projje	0	535	106	71	790	0	0	0	0	0	106	0
174 SR-49 / Projje	0	643	71	0	896	0	0	0	0	0	71	0

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Impact Analysis Report  
Level Of Service

Intersection	Base			Future			Change
	LOS	Veh	C	LOS	Veh	C	
# 6 SR-49 / Miller Way	A	9.7	0.000	F	172.2	0.000	+0.360 D/V
# 7 SR-49 / Main-Fiddletown	F	172.2	0.000	F	305.7	0.000	+133.488 D/V
# 8 SR-49 / Poplar	B	13.6	0.000	B	14.7	0.000	+1.127 D/V
# 9 SR-49 / Empire	F	72.1	0.000	F	112.8	0.000	+40.719 D/V
# 10 SR-49 / SR-16	F	509.9	0.000	F	OVREL	0.000	+556.749 D/V
# 23 SR-16 / SR-124	B	14.9	0.000	C	18.4	0.000	+3.500 D/V
# 24 SR-16 / Latrobe (Amador)	D	25.1	0.000	E	35.8	0.000	+10.662 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	F	392.4	0.000	F	836.5	0.000	+444.091 D/V
# 26 SR-104 (Main) / SR-124 (Church)	D	33.1	0.000	F	81.0	0.000	+47.895 D/V
# 28 SR-88 / SR-124	C	15.4	0.000	C	18.0	0.000	+2.620 D/V
#101 SR-49 / Project Access	A	0.0	0.000	F	143.7	0.000	+143.709 D/V
#174 SR-49 / Project Service Access	A	0.0	0.000	F	121.9	0.000	+121.860 D/V

Ione Casino  
 Cumulative Plus Project Alternative C - Saturday  
 PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	???	No
# 7 SR-49 / Main-Fiddletown	???	Yes
# 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 (Anador)	???	No
# 25 SR-104 (Preston) / SR-124 (North)	???	Yes
# 26 SR-104 (Main) / SR-124 (Church)	???	Yes
# 28 SR-88 / SR-124	???	No
#101 SR-49 / Project Access	???	Yes
#174 SR-49 / Project Service Access	???	No

Ione Casino  
 Cumulative Plus Project Alternative C - 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: 26 329      0 0 255      9 2 0 38      0 0 0 0 0

ApproachDel: xxxxxx      xxxxxx      xxxxxx      xxxxxx

ApproachDel: 10.1

Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: {approach volume=40}  
 FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: {approach count=3} [total volume=659]  
 SUCCEEDED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.



Ione Casino  
 Cumulative Plus Project Alternative C - Saturday  
 PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
 Intersection #7 SR-49 / Main-Fiddletown  
 \*\*\*\*\*

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.:	69	253	179	19	226	23	28	59	55	248	124	22
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[eastbound][lanes=2][control=stop]

Signal Warrant Rule #1: [vehicle-hours=0.8]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=142]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1307]  
 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=33.5]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=394]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=1307]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
 Cumulative Plus Project Alternative C - 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		
	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.:	47	535	0	0	565	6	8	0	59	0	0	0
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx

Approach[eastbound][lanes=1][control=stop]

Signal Warrant Rule #1: [vehicle-hours=0.3]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=68]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=120]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
 Cumulative Plus Project Alternative C - 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 0 1 0 0 1 0 1 0 0 0  
 Final Vol.: 97 566 6 2 644 18 31 0 300 6 3 0  
 ApproachDel: xxxxxx xxxxxx 27.8 112.8  
 Approach[eastbound] (lanes=2) [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=2.6]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=331]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1671]  
 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=0.3]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1671]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
 Cumulative Plus Project Alternative C - 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 0 0 0 1 0 1 0 0  
 Final Vol.: 429 0 184 0 0 0 0 0 0 401 267 294 522 0  
 ApproachDel: 1066.7 xxxxxx xxxxxx  
 Approach[northbound] (lanes=2) [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=181.9]  
 SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=614]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2097]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Approach[westbound] (lanes=1) [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=0.3]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1671]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

-----  
 Ione Casino  
 Cumulative Plus Project Alternative C - Saturday  
 PM Peak Hour  
 -----  
 Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #23 SR-16 / SR-124  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Uncontrolled Uncontrolled Uncontrolled  
 Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0  
 Final Vol.: 17 0 175 0 0 0 0 0 526 27 168 832 0  
 ApproachDel: 18.4 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 #2: [approach volume=193]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

-----  
 Ione Casino  
 Cumulative Plus Project Alternative C - Saturday  
 PM Peak Hour  
 -----  
 Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #24 SR-16 / Latrobe [Anador]  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Lanes: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 0 0 1 0  
 Final Vol.: 0 0 0 0 107 0 6 438 0 0 605 189  
 ApproachDel: xxxxxx xxxxxx  
 -----  
 Approach[southbound][lanes=1][control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=1.1]  
 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 #2: [approach volume=113]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Signal Warrant Report  
Intersection #25 SR-104 (Preston) / SR-124 (North)  
Future Volume Alternative: Peak Hour Warrant Met

Table with 12 columns: Approach, Movement, Northbound, Southbound, Eastbound, Westbound, Control, Stop Sign, Uncontrolled, Signal Warrant Rule #1, Signal Warrant Rule #2, Signal Warrant Rule #3. Data includes volumes like 190, 276, 200, 38, 252, 24, 31, 37, 111, 210, 85, 36, 836.5, 55.2.

Approach[Eastbound] [lanes=1] [control=Stop]  
Signal Warrant Rule #1: (vehicle-hours=2.7)  
Signal Warrant Rule #2: (approach volume=179)  
Signal Warrant Rule #3: (approach count=4) [total volume=1491]  
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=76.9)  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: (approach volume=311)  
Signal Warrant Rule #3: (approach count=4) [total volume=1491]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Signal Warrant Report  
Intersection #26 SR-104 (Main) / SR-124 (Church)  
Future Volume Alternative: Peak Hour Warrant Met

Table with 12 columns: Approach, Movement, Northbound, Southbound, Eastbound, Westbound, Control, Stop Sign, Uncontrolled, Signal Warrant Rule #1, Signal Warrant Rule #2, Signal Warrant Rule #3. Data includes volumes like 226, 11, 20, 3, 5, 14, 5, 276, 333, 25, 337, 2, 81.0, 14.5.

Approach[northbound] [lanes=1] [control=Stop]  
Signal Warrant Rule #1: (vehicle-hours=5.8)  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: (approach volume=257)  
Signal Warrant Rule #3: (approach count=4) [total volume=1259]  
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=23)  
Signal Warrant Rule #3: (approach count=4) [total volume=1259]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Signal Warrant Report

Intersection #101 SR-49 / Project Access

Future Volume Alternative: Peak Hour Warrant Met

Approach: North Bound South Bound East Bound West Bound

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

Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled

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

Final Vol.: 0 590 117 78 871 0 0 0 0 0 0 0 0 117 0 78

ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx

Approach(southbound)[lanes=2][control=Stop]

Signal Warrant Rule #1: [vehicle-hours=7.8]

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

Signal Warrant Rule #2: [approach volume=195]

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

Signal Warrant Rule #3: [approach count=3][total volume=1851]

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

with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative C - 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 6 0 0 281 213 519 0 0 491 3

ApproachDel: xxxxxx 18.0 xxxxxx xxxxxx

Approach(southbound)[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=288]

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

Signal Warrant Rule #3: [approach count=3][total volume=1513]

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

with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative C - 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 0 1 0 0 0 0 0 0 0 1 0 0 0 0 1  
 Final Vol.: 0 709 78 0 0 988 0 0 0 0 0 0 0 78 0 0 0  
 ApproachDel: xxxxxx xxxxxx  
 Approach[westbound][lanes=2][control=Stop] 121.9  
 Signal Warrant Rule #1: [vehicle-hours=2.6]  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=78]  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=1853]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative C - 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): 0.9 Worst Case Level of Service: B [10.1]  
 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  
 Lanes: 1 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 24 258 0 0 190 8 2 0 35 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  
 Initial Bse: 24 258 0 0 190 8 2 0 35 0 0  
 Added Vol: 0 50 0 0 50 0 0 0 0 0 0  
 PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0  
 Initial Fut: 24 305 0 0 236 8 2 0 35 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: 26 329 0 0 255 9 2 0 38 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 26 329 0 0 255 9 2 0 38 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: 263 xxxxx xxxxx xxxxx xxxxx xxxxx 640 xxxxx 259 xxxxx xxxxx xxxxx  
 Potent Cap.: 1267 xxxxx xxxxx xxxxx xxxxx xxxxx 443 xxxxx 784 xxxxx xxxxx xxxxx  
 Move Cap.: 1267 xxxxx xxxxx xxxxx xxxxx xxxxx 436 xxxxx 784 xxxxx xxxxx xxxxx  
 Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx xxxxx 0.00 xxxxx 0.05 xxxxx xxxxx xxxxx  
 Level Of Service Module:  
 Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Stopped Del: 7.9 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 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 752 xxxxx xxxxx xxxxx xxxxx  
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.1 xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: xxxxxx \* \* \* \* \*  
 ApproachLOS: \* \* \* \* \* 10.1 B \* \* \* \* \*

Ione Casino  
Cumulative Plus Project Alternative C - 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): 95.1 Worst Case Level of Service: P(305.7)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 59 200 175 19 175 23 27 58 45 242 122 22  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 59 200 175 19 175 23 27 58 45 242 122 22  
Added Vol: 9 51 1 0 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 0  
Initial Fut: 68 248 176 19 222 23 27 58 54 243 122 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  
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: 69 253 179 19 226 23 28 59 55 248 124 22  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 69 253 179 19 226 23 28 59 55 248 124 22

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: 432 xxxxx 831 848 238 815 770 343  
Potent Cap: 1282 xxxxx 1096 xxxxx 291 301 806 298 334 705  
Move Cap: 1282 xxxxx 1096 xxxxx 183 279 806 220 309 705  
Volume/Cap: 0.05 xxxxx 0.02 xxxxx 0.15 0.21 0.07 1.13 0.40 0.03

Level of Service Module:

Queue: 0.2 xxxxx 0.1 xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx  
Stopped Del: 8.0 xxxxx 8.3 xxxxx xxxxx xxxxx 9.8 xxxxx xxxxx xxxxx  
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: xxxxx xxxxx xxxxx xxxxx 239 xxxxx xxxxx xxxxx 253 xxxxx  
SharedQueue: xxxxx xxxxx xxxxx xxxxx 1.6 xxxxx xxxxx xxxxx 23.9 xxxxx  
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx 28.4 xxxxx xxxxx xxxxx 306 xxxxx  
Shared LOS: \* \* \* \* \* D \* \* \* \* \* F \* \* \* \* \*  
ApproachDel: xxxxxx 21.1 305.7  
ApproachLOS: \* \* \* \* \* C \* \* \* \* \* F

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

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

Intersection #8 SR-49 / Poplar  
Average Delay (sec/veh): 1.2 Worst Case Level of Service: B(14.7)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 41 447 0 0 476 6 8 0 53 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  
Initial Bse: 41 447 0 0 476 6 8 0 53 0 0 0  
Added Vol: 3 61 0 0 61 0 0 0 0 3 0 0  
PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0  
Initial Fut: 44 505 0 0 533 6 8 0 56 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: 47 535 0 0 565 6 8 0 59 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 47 535 0 0 565 6 8 0 59 0 0 0

Critical Gap Module:

Critical Gap: 4.2 xxxxxx 4.2 xxxxxx 6.4 xxxxx 6.2 xxxxxx xxxxx xxxxx  
FollowUpTim: 2.3 xxxxxx 2.3 xxxxxx 3.5 xxxxx 3.3 xxxxxx xxxxx xxxxx

Capacity Module:

Conflict Vol: 571 xxxxx 1196 xxxxx 568 xxxxx xxxxx xxxxx  
Potent Cap: 972 xxxxx 208 xxxxx 526 xxxxx xxxxx xxxxx  
Move Cap: 972 xxxxx 200 xxxxx 526 xxxxx xxxxx xxxxx  
Volume/Cap: 0.05 xxxxx 0.04 xxxxx 0.11 xxxxx xxxxx xxxxx

Level of Service Module:

Queue: 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: 8.9 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 437 xxxxx xxxxx xxxxx  
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx  
Shrd StpDel: 8.9 xxxxx xxxxx xxxxx xxxxx 14.7 xxxxx xxxxx xxxxx  
Shared LOS: A \* \* \* \* \* \* \* \* \* \* B \* \* \* \* \*  
ApproachDel: xxxxxx 14.7  
ApproachLOS: \* \* \* \* \* B

Cumulative Plus Project Alternative C - 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): 113.6 Worst Case Level of Service: F(1066.7)  
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 Uncontrolled Channel Uncontrolled Include  
Rights: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0  
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 1 0 0

Volume Module:  
Base Vol: 417 0 166 0 0 0 0 228 259 276 343 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 417 0 166 0 0 0 0 228 259 276 343 0  
Added Vol: 0 0 13 0 0 0 0 0 164 0 13 164 0  
PasserByVol: 0 0 0 0 0 0 0 0 -3 0 -4 0 0  
Initial Fut: 417 0 179 0 0 0 0 389 259 285 507 0  
User Adj: 1.00 1.00 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: 429 0 184 0 0 0 0 401 267 294 522 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 429 0 184 0 0 0 0 401 267 294 522 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: 1510 xxxxx 401 xxxxx xxxxx xxxxx xxxxx xxxxx 401 xxxxx xxxxx  
Potent Cap.: 128 xxxxx 637 xxxxx xxxxx xxxxx xxxxx xxxxx 1126 xxxxx xxxxx  
Move Cap.: 103 xxxxx 637 xxxxx xxxxx xxxxx xxxxx xxxxx 1126 xxxxx xxxxx  
Volume/Cap: 4.19 xxxxx 0.29 xxxxx xxxxx xxxxx xxxxx xxxxx 0.26 xxxxx xxxxx

Level of Service Module:  
Queue: 44.5 xxxxx 1.2 xxxxx xxxxx xxxxx xxxxx xxxxx 1.0 xxxxx xxxxx  
Stopped Del: 1519 xxxxx 12.9 xxxxx xxxxx xxxxx xxxxx xxxxx 9.3 xxxxx xxxxx  
LOS by Move: F B A A A A A A A A A A A  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: A B A B A B A B A B A B A  
ApproachDel: 1066.7 F  
ApproachLOS: F

Cumulative Plus Project Alternative C - 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): 6.7 Worst Case Level of Service: F(112.8)  
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 Channel Uncontrolled Include  
Rights: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 1 0 0 0 0  
Lanes: 0 0 1 1 0 0 0 0 1 1 0 0 1 0 1 0 0 0

Volume Module:  
Base Vol: 81 452 5 2 524 16 28 0 265 5 3 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 81 452 5 2 524 16 28 0 265 5 3 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: 88 513 5 2 584 16 28 0 272 5 3 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 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: 97 566 6 2 644 18 31 0 300 6 3 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 97 566 6 2 644 18 31 0 300 6 3 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: 571 xxxxx xxxxx 1421 xxxxx 653 1569 1428 xxxxx  
Potent Cap.: 899 xxxxx xxxxx 115 xxxxx 471 91 136 xxxxx  
Move Cap.: 899 xxxxx xxxxx 103 xxxxx 471 30 120 xxxxx  
Volume/Cap: 0.11 xxxxx xxxxx 0.30 xxxxx 0.64 0.18 0.03 xxxxx

Level of Service Module:  
Queue: 0.4 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 4.4 xxxxx xxxxx xxxxx  
Stopped Del: 9.5 xxxxx xxxxx 8.7 xxxxx xxxxx xxxxx xxxxx 25.1 xxxxx xxxxx xxxxx  
LOS by Move: A A A A A D  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: A B A B A B A B A B A B A  
ApproachDel: xxxxx 27.8 D  
ApproachLOS: D



Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour  
Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 SR-16 / SR-124  
Average Delay (sec/veh): 2.9 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: Channel Include Channel Include  
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 1 0 1 0 0

Volume Module: Base Vol., Growth Adj., Initial Bse., Added Vol., PasserByVol., Initial Fut., User Adj., PHF Adj., PHF Volume, Reduct Vol., Final Vol., Critical Gap Module, Critical Gap, FollowUpTime, 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

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 Gap, FollowUpTime, 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  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour  
Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #24 SR-16 / Latrobe (Amador)  
Average Delay (sec/veh): 3.0 Worst Case Level Of Service: E [35.8]  
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 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 1 0 0 1 0

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 Gap, FollowUpTime, 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

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 Gap, FollowUpTime, 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

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Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #25 SR-104 (Preston) / SR-124 (North)  
Average Delay (sec/veh): 193.5 Worst Case Level Of Service: F(836.5)

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: 171 248 106 32 226 22 28 33 100 115 76 30  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 171 248 106 32 226 22 28 33 100 115 76 30  
Added Vol: 0 0 74 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 171 248 180 34 226 22 28 33 100 189 76 32  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
PHF Volume: 190 276 200 38 252 24 31 37 111 210 85 36  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 190 276 200 38 252 24 31 37 111 210 85 36  
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 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:  
Conflict Vol: 276 xxxxx xxxxx 1157 1197 264 1171 1109 376  
Potent Cap.: 1264 xxxxx xxxxx 1065 xxxxx xxxxx 175 187 780 167 207 664  
Move Cap.: 1264 xxxxx xxxxx 1065 xxxxx xxxxx 85 150 780 99 166 664  
Volume/Cap: 0.15 xxxxx xxxxx 0.04 xxxxx xxxxx 0.37 0.24 0.14 2.12 0.51 0.05

Level Of Service Module:  
Queue: 0.5 xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: 8.4 xxxxx xxxxx 8.5 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 238 xxxxx xxxxx 123 xxxxx  
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 5.3 xxxxx xxxxx 30.1 xxxxx  
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 55.2 xxxxx xxxxx 837 xxxxx  
Shared LOS: \* \* \* \* \* F \* \* \* \* \* F \* \* \* \* \* F \* \* \* \* \*  
ApproachDel: xxxxxx \* xxxxxx \* 55.2 \* 836.5 \*  
ApproachLOS: \* \* \* \* \* F \* \* \* \* \* F

Ione Casino  
Cumulative Plus Project Alternative C - 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): 17.0 Worst Case Level Of Service: F(81.0)

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

Volume Module:  
Base Vol: 133 10 18 3 5 13 5 251 231 23 306 2  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 133 10 18 3 5 13 5 251 231 23 306 2  
Added Vol: 73 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 206 10 18 3 5 13 5 252 304 23 307 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
PHF Volume: 226 11 20 3 5 14 5 276 333 25 337 2  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 226 11 20 3 5 14 5 276 333 25 337 2  
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: 852 843 443 857 1009 338 339 xxxxx xxxxx 610 xxxxx xxxxx  
Potent Cap.: 276 297 608 274 237 698 1198 xxxxx xxxxx 950 xxxxx xxxxx  
Move Cap.: 259 288 608 251 230 698 1198 xxxxx xxxxx 950 xxxxx xxxxx  
Volume/Cap: 0.87 0.04 0.03 0.01 0.02 0.02 0.00 xxxxx xxxxx 0.03 xxxxx xxxxx

Level Of Service Module:  
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \* A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxx 273 xxxxx xxxxx 401 xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue: xxxxx 8.9 xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd StpDel: xxxxx 81.0 xxxxx xxxxx 14.5 xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \* \* \* \* \* F \* \* \* \* \* B \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
ApproachDel: 81.0 \* \* \* \* \* 14.5 \* \* \* \* \* xxxxxx \* \* \* \* \*  
ApproachLOS: \* \* \* \* \* F \* \* \* \* \* B

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #28 SR-88 / SR-124

Average Delay (sec/veh): 4.7 Worst Case Level of Service: C (18.0)

Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R  
Control: Stop Sign Uncontrolled Uncontrolled  
Rights: Include Include 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 0 193 129 482 0 0 456 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 193 129 482 0 0 456 3  
Added Vol: 0 0 0 70 70 3 0 0 3 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 263 199 485 0 0 459 3  
User Adj: 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  
PHF Volume: 0 0 0 281 213 519 0 0 491 3  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0  
Final Vol: 0 0 0 281 213 519 0 0 491 3  
Critical Gap Module:  
Critical Gp:xxxx xxxxxxxx 6.5 xxxx 6.3 4.2 xxxx xxxxxx xxxxxx xxxxxx  
FollowUpTim:xxxx xxxxxxxx 3.6 xxxx 3.4 2.3 xxxx xxxxxx xxxxxx xxxxxx

Capacity Module:  
Conflict Vol: xxx xxxxxx 1437 xxxx 493 494 xxxx xxxxxx xxxxxx xxxxxx  
Potent Cap.: xxx xxxxxx 142 xxxx 564 1044 xxxx xxxxxx xxxxxx xxxxxx  
Move Cap.: xxx xxxxxx 120 xxxx 564 1044 xxxx xxxxxx xxxxxx xxxxxx  
Volume/Cap: xxx xxxxxx 0.05 xxxxxx 0.50 0.20 xxxx xxxxxx xxxxxx xxxxxx

Level of Service Module:  
Queue: xxxxxx xxxxxx 0.2 xxxx 2.8 0.8 xxxx xxxxxx xxxxxx xxxxxx  
Stopped Del:xxxx xxxxxx 36.7 xxxx 17.5 9.3 xxxx xxxxxx xxxxxx xxxxxx  
LOS by Move: E C A  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
SharedQueue:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shrd StpDel:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shared LOS: \* \* \* \* \* 18.0 \* \* \* \* \*  
ApproachDel: xxxxxx \* \* \* \* \* xxxxxx \* \* \* \* \*  
ApproachLOS: \* \* \* \* \* C \* \* \* \* \* F

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #101 SR-49 / Project Access

Average Delay (sec/veh): 15.6 Worst Case Level of Service: F(143.7)

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

Volume Module:  
Base Vol: 0 538 0 0 794 0 0 794 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  
Initial Bse: 0 538 0 0 794 0 0 794 0 0 0 0 0 0 0 0 0  
Added Vol: 0 0 106 71 0 0 0 0 0 0 0 0 106 0 0 0 0  
PasserByVol: 0 -3 0 0 -4 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 535 106 71 790 0 0 0 0 0 0 0 106 0 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
PHF Volume: 0 590 117 78 871 0 0 0 0 0 0 0 117 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: 0 590 117 78 871 0 0 0 0 0 0 0 117 0 0 0 0  
Critical Gap Module:  
Critical Gp:xxxx xxxxxxxx 4.2 xxxx xxxxxx xxxxxx xxxxxx 6.4 xxxx 6.2  
FollowUpTim:xxxx xxxxxxxx 2.3 xxxx xxxxxx xxxxxx xxxxxx 3.5 xxxx 3.3

Capacity Module:  
Conflict Vol: xxx xxxxxx 707 xxxx xxxxxx xxxxxx xxxxxx 1676 xxxx 648  
Potent Cap.: xxx xxxxxx 865 xxxx xxxxxx xxxxxx xxxxxx 106 xxxx 474  
Move Cap.: xxx xxxxxx 865 xxxx xxxxxx xxxxxx xxxxxx 98 xxxx 474  
Volume/Cap: xxx xxxxxx 0.09 xxxxxx xxxxxx xxxxxx 1.19 xxxx 0.17

Level of Service Module:  
Queue: xxxxxx xxxxxx 0.3 xxxx xxxxxx xxxxxx xxxxxx 7.9 xxxx 0.6  
Stopped Del:xxxx xxxxxx 9.6 xxxx xxxxxx xxxxxx xxxxxx 230.5 xxxx 14.1  
LOS by Move: A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
SharedQueue:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shrd StpDel:xxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shared LOS: \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: xxxxxx \* \* \* \* \* xxxxxx \* \* \* \* \*  
ApproachLOS: \* \* \* \* \* \* \* \* \* \* 143.7 \* \* \* \* \* F

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 Ione Casino  
 Cumulative Plus Project Alternative C - Saturday  
 PM Peak Hour  
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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): 5.1 Worst Case Level Of Service: F(121.9)  
 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
           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:      0 538 0 0 794 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
Initial Bse:   0 538 0 0 794 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol:    0 106 71 0 106 0 0 0 0 0 0 0 0 71 0 0 0 0

PasserbyVol:  0 -1 0 0 -4 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 643 71 0 896 0 0 0 0 0 0 0 0 71 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91
PHF Volume:   0 709 78 0 988 0 0 0 0 0 0 0 0 78 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.:   0 709 78 0 988 0 0 0 0 0 0 0 0 78 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 6.4
FollowUpTime: 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5
    
```

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Capacity Module:
Conflict Vol: 1736 1736 1736 1736 1736 1736 1736 1736 1736 1736 1736 1736 1736 1736 1736 1736 1736 1736
Potential Cap.: 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97
    
```

```

Move Cap.: 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97
Volume/Cap.: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
    
```

```

Level Of Service Module:
Queue: 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4
Stopped Del: 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9
LOS by Move: F F F F F F F F F F F F F F F F F F F F
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97 97
SharedQueue: 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4 4.4
Shrd StpDel: 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9
Shared LOS: F F F F F F F F F F F F F F F F F F F F
ApproachDel: 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9 121.9
ApproachLOS: F F F F F F F F F F F F F F F F F F F F
    
```



Level of Service Computation Report  
 \*\*\*\*\*  
 Intersection #30 SR-88 / SR-12 (South)  
 Average Delay (sec/veh): 124.4 Worst Case Level of Service: F(709.9)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Channel Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0  
 Volume Module:  
 Base Vol: 26 673 1 3 536 256 295 1 26 1 0 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 26 673 1 3 536 256 295 1 26 1 0 3  
 Added Vol: 0 39 0 0 39 16 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 26 712 1 3 575 272 311 1 26 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: 26 712 1 3 575 272 311 1 26 1 0 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 26 712 1 3 575 272 311 1 26 1 0 3  
 Critical Gap Module:  
 Critical Gp: 4.1 xxxxx xxxxx 7.1 6.5 6.2 7.1 xxxxx 6.2  
 FollowUpTm: 2.2 xxxxx xxxxx 3.5 4.0 3.3 3.5 xxxxx 3.3  
 Capacity Module:  
 Conflict Vol: 575 xxxxx xxxxx 1347 1346 575 1495 xxxxx 713  
 Potent Cap.: 1008 xxxxx xxxxx 127 150 514 100 xxxxx 429  
 Move Cap.: 1008 xxxxx xxxxx 869 xxxxx xxxxx 123 145 514 92 xxxxx 429  
 Volume/Cap: 0.03 xxxxx xxxxx 0.00 xxxxx xxxxx 2.52 0.01 0.05 0.01 xxxxx 0.01  
 Level of Service Module:  
 Queue: 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx  
 Stopped Del: 8.7 xxxxx xxxxx 9.2 xxxxx xxxxx xxxxx xxxxx 12.4 xxxxx xxxxx xxxxx  
 LOS by Move: A \* \* \* \* \* A \* \* \* \* \* B \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx 123 xxxxx xxxxx xxxxx 225 xxxxx  
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx 27.8 xxxxx xxxxx xxxxx 0.1 xxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 768.0 xxxxx xxxxx xxxxx 21.3 xxxxx  
 Shared LOS: \* \* \* \* \* F \* \* \* \* \* C  
 ApproachDel: xxxxxx \* xxxxxx \* 709.9 \* 21.3 \*  
 ApproachLOS: \* \* \* \* \* F \* \* \* \* \* C

Level of Service Computation Report  
 \*\*\*\*\*  
 Intersection #31 SR-88 / Kettleman  
 Cycle (sec): 70 Critical Vol./Cap. (X): 0.654  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.5  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Split Phase Split Phase  
 Rights: 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: 29 524 5 7 440 101 182 49 26 12 62 4  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 29 524 5 7 440 101 182 49 26 12 62 4  
 Added Vol: 0 34 0 0 34 5 5 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 29 558 5 7 474 106 187 49 26 12 62 4  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 29 558 5 7 474 106 187 49 26 12 62 4  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 29 558 5 7 474 106 187 49 26 12 62 4  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 29 558 5 7 474 106 187 49 26 12 62 4  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Sat/Flow: 0.90 0.94 0.94 0.90 0.82 0.92 0.93 0.93 0.93 0.96 0.96  
 Adjustment: 1.00 0.99 0.01 1.00 0.80 0.18 0.71 0.19 0.10 0.15 0.80  
 Final Sat.: 1702 1774 16 1702 1425 319 1255 329 175 280 1445 93  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.31 0.31 0.00 0.33 0.33 0.15 0.15 0.15 0.04 0.04 0.04  
 Crit Moves: \*\*\*\* \* \* \* \* \* \* \* \* \* \*  
 Green/Cycle: 0.04 0.47 0.47 0.04 0.47 0.47 0.21 0.21 0.21 0.21 0.10 0.10  
 Volume/Cap: 0.40 0.66 0.66 0.10 0.70 0.70 0.70 0.70 0.70 0.43 0.43 0.43  
 Delay/Veh: 36.2 16.1 16.1 32.8 17.3 17.3 31.5 31.5 31.5 31.2 31.2 31.2  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 36.2 16.1 16.1 32.8 17.3 17.3 31.5 31.5 31.5 31.2 31.2  
 HCM2KRVG: 1 10 10 0 11 11 7 7 7 2 2 2  
 \*\*\*\*\*

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Level Of Service Computation Report

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

Intersection #36 SR-49 / Pleasant Valley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.984

Loss Time (sec): 0 (YAR = 4 sec) Average Delay (sec/veh): 42.3

Optimal Cycle: 0 Level Of Service: E

Approach: North Bound South Bound East Bound West Bound

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

Control: Stop Sign Stop Sign Stop Sign Stop Sign

Right: Include Include Include Include

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

Volume Module:

Base Vol: 203 0 273 0 0 0 0 0 355 187 217 301 0

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

Initial Bse: 203 0 273 0 0 0 0 355 187 217 301 0

Added Vol: 10 0 40 0 0 0 0 0 10 40 0 0

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

Initial Fut: 213 0 313 0 0 0 0 355 197 257 301 0

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: 213 0 313 0 0 0 0 355 197 257 301 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 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: 213 0 313 0 0 0 0 355 197 257 301 0

Saturation Flow Module:

Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.40 0.00 0.60 0.00 0.00 0.00 0.00 0.64 0.36 1.00 1.00 0.00

Final Sat: 227 0 333 0 0 0 0 0 361 200 458 490 0

Capacity Analysis Module:

Vol/Sat: 0.94 xxxx 0.94 xxxx xxxx 0.98 0.98 0.56 0.61 xxxx

Crit Moves: 48.5 48.5 48.5 48.5 48.5 48.5 48.5 48.5 48.5 48.5 48.5

Delay/Veh: 48.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 48.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

LOS by Move: E \* \* \* \* \* F F C C \*

ApproachDel: 48.5 58.6 20.1

Delay Adj: 1.00 1.00 1.00

ApproachDel: 48.5 58.6 20.1

LOS by Appr: E \* \* \* \* \* F C

\*\*\*\*\*

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #38 SR-16 / Murietta South Pkwy  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.548  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.8  
 Optimal Cycle: OPTIMIZED Level of Service: A  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 3 7 7 3 7 7  
 Lanes: 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol: 0 2 0 4 0 117 170 487 2 0 530 24  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 2 0 4 0 117 170 487 2 0 530 24  
 Added Vol: 0 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: 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 2 0 4 0 117 170 571 2 0 617 24  
 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: 0 2 0 4 0 117 170 571 2 0 617 24  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjStemnt: 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 0.96 0.04  
 Final Sat.: 0.1900 0.1520 0.1615 0.1615 1.753 1838 6 1900 1765 69  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.07 0.10 0.31 0.31 0.00 0.35 0.35  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.10 0.00 0.10 0.00 0.26 0.16 0.72 0.72 0.00 0.56 0.56  
 Volume/Cap: 0.00 0.01 0.00 0.03 0.00 0.28 0.62 0.43 0.43 0.00 0.62 0.62  
 Delay/Veh: 0.0 20.3 0.0 20.4 0.0 15.3 24.0 3.1 3.1 0.0 8.5 8.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 20.3 0.0 20.4 0.0 15.3 24.0 3.1 3.1 0.0 8.5 8.5  
 HCM2KAVG: 0 0 0 0 0 2 4 4 4 0 8 8

Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #39 SR-16 / Murietta Pkwy  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.830  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 24.5  
 Optimal Cycle: OPTIMIZED Level of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Ovl Ovl Ovl Ovl  
 Min. Green: 3 0 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0  
 Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol: 134 169 65 43 162 190 242 551 145 58 546 37  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 134 169 65 43 162 190 242 551 145 58 546 37  
 Added Vol: 0 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: 134 169 65 43 162 190 242 551 145 58 546 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: 134 169 65 43 162 190 242 551 145 58 546 37  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 134 169 65 43 162 190 242 551 145 58 546 37  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 AdjStemnt: 0.95 1.00 0.85 0.21 0.39 0.73 0.42 0.85 0.63 0.15 0.66 0.85  
 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 1729 101  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.09 0.04 0.02 0.09 0.12 0.14 0.34 0.09 0.03 0.37 0.37  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.09 0.14 0.19 0.06 0.12 0.28 0.16 0.55 0.63 0.05 0.43 0.43  
 Volume/Cap: 0.85 0.62 0.21 0.39 0.73 0.42 0.85 0.63 0.15 0.66 0.85  
 Delay/Veh: 59.2 28.6 20.7 29.3 37.3 18.3 44.6 10.7 4.5 45.3 23.7 23.7  
 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: 59.2 28.6 20.7 29.3 37.3 18.3 44.6 10.7 4.5 45.3 23.7 23.7  
 HCM2KAVG: 5 4 1 1 5 3 8 9 1 2 14 14



Ione Casino  
Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #40 SR-16 / Stone House  
Average Delay (sec/veh): 27.9 Worst Case Level of Service: F(283.1)  
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 0 1 1 0 0 0 0 0 0 1 0

Volume Module:  
Base Vol: 0 0 0 125 0 81 41 819 0 0 781 84  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 125 0 81 41 819 0 0 781 84  
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  
Initial Fut: 0 0 0 125 0 81 41 903 0 0 868 84  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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 0 125 0 81 41 903 0 0 868 84  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 0 0 0 125 0 81 41 903 0 0 868 84

Critical Gap Module:  
Critical Gap: 6.4 xxx 6.2 4.1 xxx xxx xxx xxx xxx  
FollowUpPrim: 3.5 xxx 3.3 2.2 xxx xxx xxx xxx xxx

Capacity Module:  
Conflict Vol: 1895 xxx 910 952 xxx xxx xxx xxx  
Potent Cap.: 78 xxx 336 718 xxx xxx xxx xxx  
Move Cap.: 74 xxx 336 718 xxx xxx xxx xxx  
Volume/Cap: 1.69 xxx 0.24 0.06 xxx xxx xxx xxx

Level of Service Module:  
Queue: xxx xxx 10.7 xxx 0.9 0.2 xxx xxx xxx xxx  
Stopped Del: xxx xxx 454.2 xxx 19.1 10.3 xxx xxx xxx xxx  
LOS by Move: F C B  
Movement: L - T - R L - T - R L - T - R L - T - R  
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: F C B  
ApproachDel: xxx xxx 283.1 xxx xxx xxx  
ApproachLOS: F C B

Level of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #41 SR-16 / Latrobe  
Average Delay (sec/veh): 1.3 Worst Case Level of Service: F(122.9)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 13 0 2 2 0 24 20 876 7 6 908 6  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 13 0 2 2 0 24 20 876 7 6 908 6  
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  
Initial Fut: 13 0 2 2 0 24 20 960 7 6 995 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  
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: 13 0 2 2 0 24 20 960 7 6 995 6  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol.: 13 0 2 2 0 24 20 960 7 6 995 6

Critical Gap Module:  
Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx  
FollowUpPrim: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx 2.2 xxx

Capacity Module:  
Conflict Vol: 2026 xxx 964 2015 xxx 998 1001 xxx xxx  
Potent Cap.: 43 xxx 313 44 xxx 299 688 xxx xxx  
Move Cap.: 39 xxx 313 43 xxx 299 688 xxx xxx  
Volume/Cap: 0.34 xxx 0.01 0.05 xxx 0.08 0.03 xxx 0.01 xxx

Level of Service Module:  
Queue: xxx xxx 0.0 xxx xxx 0.3 0.1 xxx xxx 0.0 xxx  
Stopped Del: xxx xxx 16.6 xxx xxx 18.1 10.4 xxx xxx 10.1 xxx  
LOS by Move: C C B  
Movement: L - T - R L - T - R L - T - R L - T - R  
Shared Cap.: 39 xxx xxx 43 xxx xxx xxx xxx xxx  
SharedQueue: 1.1 xxx xxx 0.1 xxx xxx xxx xxx xxx  
Shrd StpDel: 139.3 xxx xxx 93.6 xxx xxx xxx xxx xxx  
Shared LOS: F C B  
ApproachDel: 122.9 F 23.9 C  
ApproachLOS: F C B

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #42 SR-16 / Dillard  
 Cycle (sec): 85 Critical Vol./Cap. (X): 0.870  
 Loss Time (sec): 9 (Y-R = 4 sec) Average Delay (sec/veh): 21.7  
 Optimal Cycle: OPTIMIZED Level of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Include	Protected	Protected
Rights:	5	0	0	0
Min. Green:	5	0	0	0
Lanes:	0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	0

Volume Module:	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	PasserByVol:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol:
	137	0	87	0	0	0	0	811	133	96	834
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Capacity Analysis Module:	Vol/Sat:	Green/Cycle:	Volume/Cap:	Delay/Veh:	User Del(Adj):	AdjDel/Veh:	HCW2KAVg:
	0.16	0.00	0.18	0.00	0.00	0.00	0.50
	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.76 1.00 0.76 1.00 1.00 0.95 0.95 0.92 0.97 1.00  
 Lanes: 0.61 0.00 0.39 0.00 0.00 0.00 0.00 0.87 0.13 1.00 1.00 0.00  
 Final Sat.: 881 0 566 0 0 0 0 1577 235 1753 1845 0

Level of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #43 SR-16 / Sloughhouse  
 Average Delay (sec/veh): 0.8 Worst Case Level of Service: C [ 21.1 ]  
 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	Include	Uncontrolled	Uncontrolled
Rights:	1	0	0	0
Lanes:	1	0	0	0

Volume Module:	Base Vol:	Growth Adj:	Initial Bse:	Added Vol:	PasserByVol:	Initial Fut:	User Adj:	PHF Adj:	PHF Volume:	Reduct Vol:	Final Vol:
	0	0	55	0	0	0	0	0	963	10	45 916
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Capacity Module:	Conflict Vol:	Potent Cap.:	Volume/Cap.:	Level of Service Module:	Queue:	Stopped Del:	LOS by Move:
	1051	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
	278	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

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 Stpbel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: 21.1  
 ApproachLOS: C

Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 105 Critical Vol./Cap. (X): 1.054  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 63.8  
 Optimal Cycle: OPTIMIZED Level Of Service: E  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected Protected  
 Rights: Include Ovl  
 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: 15 459 78 337 588 146 127 529 22 76 610 338  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 15 459 78 337 588 146 127 529 22 76 610 338  
 Added Vol: 0 0 4 20 0 0 0 0 0 53 0 4 53 20  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 15 459 82 357 588 146 127 579 22 80 663 358  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 15 459 82 357 588 146 127 579 22 80 663 358  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 459 82 357 588 146 127 579 22 80 663 358  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 15 459 82 357 588 146 127 579 22 80 663 358  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.98 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80  
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1805 1575 281 1805 1900 1615 1702 1792 1523 1702 1792 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.29 0.29 0.20 0.31 0.09 0.07 0.32 0.01 0.05 0.37 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.28 0.28 0.19 0.44 0.51 0.07 0.37 0.40 0.05 0.35 0.54  
 Volume/Cap: 0.29 1.05 1.05 1.05 0.71 0.18 1.05 0.88 0.04 0.88 1.05 0.44  
 Delay/Veh: 53.1 92.8 92.8 106.6 27.1 14.2 146.1 43.8 19.4 105.7 85.1 15.0  
 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: 53.1 92.8 92.8 106.6 27.1 14.2 146.1 43.8 19.4 105.7 85.1 15.0  
 HCM2kAvG: 1 26 26 19 16 3 8 21 0 5 31 7

Cumulative Plus Project Alternative C - Saturday  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #44 SR-16 / Grant Line  
 Cycle (sec): 140 Critical Vol./Cap. (X): 1.142  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 132.2  
 Optimal Cycle: OPTIMIZED 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  
 Min. Green: 7 7 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol: 13 336 64 60 280 130 74 854 9 77 801 71  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 13 336 64 60 280 130 74 854 9 77 801 71  
 Added Vol: 0 0 0 0 0 0 0 0 0 9 77 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 13 336 73 60 280 130 74 928 9 86 878 71  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 13 336 73 60 280 130 74 928 9 86 878 71  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 13 336 73 60 280 130 74 928 9 86 878 71  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 13 336 73 60 280 130 74 928 9 86 878 71  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.98 0.98 0.98 0.96 0.96 0.92 0.97 0.97 0.92 0.96 0.96 0.96  
 Lanes: 0.03 0.80 0.17 0.13 0.59 0.28 1.00 0.99 0.01 1.00 0.93 0.07  
 Final Sat.: 57 1475 320 232 1083 503 1753 1825 18 1753 1688 137  
 Capacity Analysis Module:  
 Vol/Sat: 0.23 0.23 0.23 0.26 0.26 0.26 0.04 0.51 0.51 0.05 0.52 0.52  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.20 0.20 0.20 0.23 0.23 0.23 0.04 0.45 0.45 0.04 0.45 0.45  
 Volume/Cap: 1.14 1.14 1.14 1.14 1.14 1.14 1.15 1.14 1.14 1.14 1.15 1.15  
 Delay/Veh: 147.2 147.2 143.1 143.1 143.1 226.7 117 116.9 214.1 120 120.4  
 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: 147.2 147.2 143.1 143.1 143.1 226.7 117 116.9 214.1 120 120.4  
 HCM2kAvG: 28 28 31 31 31 7 57 57 8 58 58



## **APPENDIX Z**

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### **Intersection Operations Calculations Cumulative Plus Alternative C Condition With Mitigation Measures**



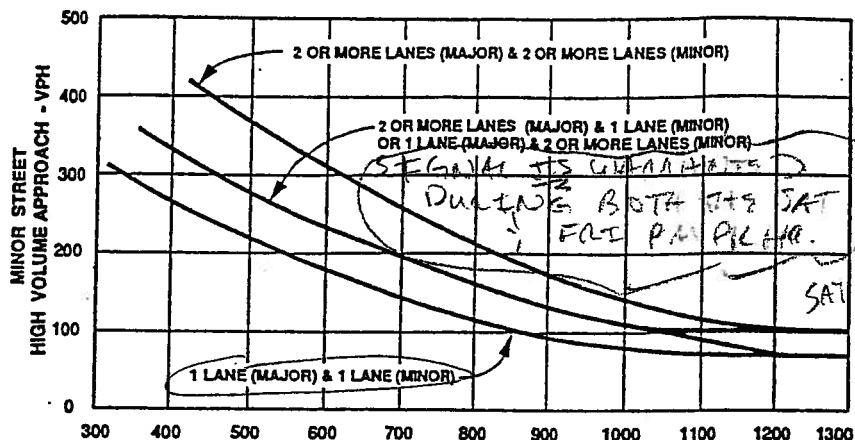
Cumulative + A+C

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

A SR 49 / Project Day

1623  
1502

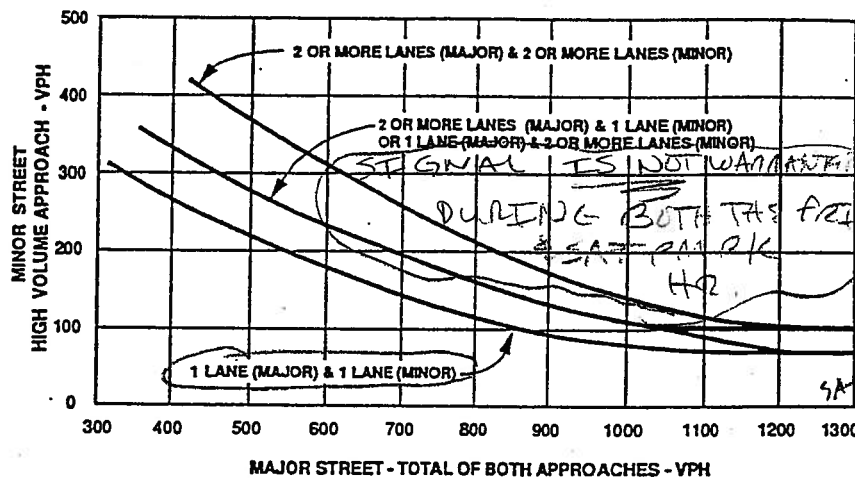
124  
177



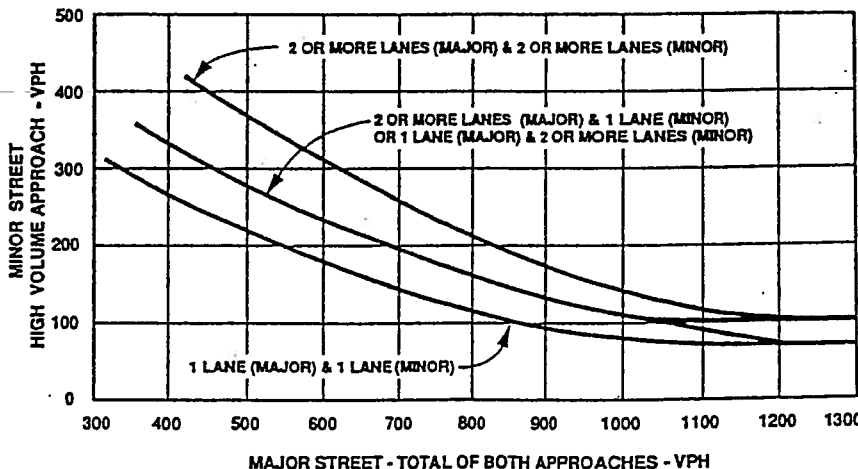
B SR 49 / Comm Day

1699  
1610

49  
71



[Empty box] \_\_\_\_\_



\* 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  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour  
 -----

-----  
 Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour  
 -----

Scenario: Cum + Alt C Mitigation Fri

Trip Generation Report

Command: Cum + Alt C Mitigation Fri  
 Volume: Cum + Alt C Fri  
 Geometry: Cumulative Mit  
 Impact Fee: Existing  
 Trip Generation: Cum + Alt C Fri  
 Trip Distribution: Default  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

Forecast for Cum + Alt C Fri  
 Zone # Subzone Amount Units Rate In Out Trips In Out Trips Total  
 1 Ione Casino- 1.00 Ione Casino 187.00 173.00 187 173 360 100.0  
 Zone 1 Subtotal ..... 187 173 360 100.0

TOTAL ..... 187 173 360 100.0

Ione Casino  
 Cumulative + Alternative C 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
Zone	23	24	25	26							
1	0.1	0.8	1.4	1.6							

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

Turning Movement Report

Cum + Alt C Fri

Volume	Northbound	Southbound	Eastbound	Westbound	Total
Type	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right Volume
<b>#1 Latrobe / Old Sacramento</b>					
Base	0	0	0	0	0
Added	0	0	14	0	14
Total	0	0	14	0	14
<b>#2 Main / Sherwood</b>					
Base	0	0	0	0	0
Added	2	0	0	11	13
Total	2	0	0	11	13
<b>#3 Main / Empire</b>					
Base	0	0	0	0	0
Added	2	0	0	9	11
Total	2	0	0	9	11
<b>#4 Main / Poplar</b>					
Base	0	0	0	0	0
Added	2	0	0	7	9
Total	2	0	0	7	9
<b>#5 Main / Mill</b>					
Base	0	0	0	0	0
Added	0	0	0	7	7
Total	0	0	0	7	7
<b>#6 SR-49 / Miller Way</b>					
Base	51	236	0	180	467
Added	0	35	0	0	35
Total	51	271	0	180	502
<b>#7 SR-49 / Main-Fiddletown</b>					
Base	72	219	349	22	662
Added	7	35	1	0	43
Passby	0	-2	0	-3	-5
Total	79	252	350	19	690
<b>#8 SR-49 / Poplar</b>					
Base	53	686	0	395	1134
Added	2	43	0	46	51
Total	55	729	0	441	1225
<b>#9 SR-49 / Empire</b>					
Base	172	697	8	5	882
Added	5	45	0	0	50
Passby	0	-2	0	-3	-5
Total	177	740	8	2	927

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 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 307 0 133 0 0 0 0 484 526 230 335 0 2015  
 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 307 0 142 0 0 0 606 526 236 450 0 2267

#19 SR-49 / Sutter  
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added 0 4 0 0 0 4 0 0 0 0 0 0 0 8  
 Total 0 4 0 0 0 4 0 0 0 0 0 0 0 8

#11 SR-49 / Main (Drytown)  
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added 0 9 0 0 9 0 0 0 0 0 0 0 0 18  
 Total 0 9 0 0 9 0 0 0 0 0 0 0 0 18

#20 SR-49 / Hoffman  
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added 0 4 0 0 4 0 0 0 0 0 0 0 0 8  
 Total 0 4 0 0 4 0 0 0 0 0 0 0 0 8

#12 SR-49 / Water-Amador Creek  
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added 4 0 0 0 0 0 3 0 0 3 0 0 7  
 Total 4 0 0 0 0 0 3 0 0 3 0 0 7

#21 SR-49 / Main (Jackson)  
 Base 0 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 0 8  
 Total 0 4 0 0 4 0 0 0 0 0 0 0 0 8

#13 SR-49 / Gopher Flat  
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added 3 0 0 0 0 0 3 0 0 3 0 0 6  
 Total 3 0 0 0 0 0 3 0 0 3 0 0 6

#22 SR-49 / SR-88 (South)  
 Base 0 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 0 6  
 Total 0 3 0 0 3 0 0 0 0 0 0 0 0 6

#14 SR-49 / Eureka  
 Base 0 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

#23 SR-16 / SR-124  
 Base 14 0 0 202 0 0 0 0 808 27 75 567 0 1693  
 Added 0 0 0 57 0 0 0 0 66 0 53 61 0 237  
 PassBy 0 0 0 0 0 0 0 0 -2 0 0 0 0 -2  
 Total 14 0 0 259 0 0 0 0 872 27 128 628 0 1928

#15 SR-49 / Church  
 Base 0 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

#24 SR-16 / Latrobe (Amador)  
 Base 0 0 0 197 0 8 6 616 0 0 398 133 1358  
 Added 0 0 0 0 0 0 0 66 0 0 61 0 127  
 PassBy 0 0 0 0 0 0 0 0 -2 0 0 0 -2  
 Total 0 0 0 197 0 8 6 680 0 0 459 133 1483

#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)  
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added 0 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

#25 SR-104 (Preston) / SR-124 (North)  
 Base 160 288 205 51 313 47 36 28 115 152 25 33 1453  
 Added 0 0 0 56 2 0 0 0 0 0 52 0 1 111  
 Total 160 288 261 53 313 47 36 28 115 204 25 34 1564

#17 SR-49 / Jackson Gate-Ione Martell  
 Base 0 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

#26 SR-104 (Main) / SR-124 (Church)  
 Base 242 10 18 3 11 24 51 285 295 5 212 5 1161  
 Added 55 0 0 0 0 0 0 0 0 0 51 0 0 106  
 Total 297 10 18 3 11 24 51 285 346 5 212 5 1267

#18 SR-49 / SR-88 (North)  
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added 0 0 0 4 0 0 0 0 0 0 0 0 5 9  
 Total 0 0 0 4 0 0 0 0 0 0 0 0 5 9

#27 SR-104 / SR-88  
 Base 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Added 0 0 0 0 0 0 0 0 2 0 0 2 0 4  
 Total 0 0 0 0 0 0 0 0 2 0 0 2 0 4

Ione Casino													
Cumulative + Alternative C Friday - Mitigation													
PM Peak Hour													
Volume Type	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
<b>#28 SR-88 / SR-124</b>													
Base	0	0	0	5	0	226	210	531	0	0	447	3	1422
Added	0	0	0	0	0	46	52	0	0	2	0	0	104
Total	0	0	0	5	0	274	262	533	0	0	449	3	1526
<b>#29 SR-88 / SR-12 (North)</b>													
Base	0	0	0	107	0	564	645	614	0	0	347	81	2358
Added	0	0	0	0	0	41	44	0	0	0	0	0	85
Total	0	0	0	107	0	605	689	614	0	0	347	81	2443
<b>#30 SR-88 / SR-12 (South)</b>													
Base	32	895	2	3	518	262	276	1	20	2	3	2	2016
Added	0	29	0	0	27	11	12	0	0	0	0	0	79
Total	32	924	2	3	545	273	288	1	20	2	3	2	2095
<b>#31 SR-88 / Kettleman</b>													
Base	22	672	20	7	439	100	256	104	33	17	77	8	1755
Added	0	25	0	0	24	3	4	0	0	0	0	0	56
Total	22	697	20	7	463	103	260	104	33	17	77	8	1811
<b>#32 SR-12 / SR-99 SB Ramps</b>													
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
<b>#33 SR-12 / SR-99 NB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	11	0	0	0	0	1	1	0	11	0	23
Total	0	0	11	0	0	0	0	1	1	0	11	0	23
<b>#34 Kettleman / SR-99 SB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	3	0	5	0	3	0	3	12
Total	0	0	0	0	0	3	0	5	0	3	0	3	12
<b>#35 Kettleman / SR-99 NB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	3	3	0	3	0	3	9
Total	0	0	0	0	0	0	3	3	0	3	0	3	9
<b>#36 SR-49 / Pleasant Valley</b>													
Base	155	0	250	0	0	0	0	604	281	325	380	0	1995
Added	7	0	28	0	0	0	0	0	8	30	0	0	73
Total	162	0	278	0	0	0	0	604	289	355	380	0	2068
<b>#37 SR-16 / Ione</b>													
Base	78	0	0	1	0	0	0	0	0	652	190	0	386
Added	0	0	0	0	0	0	0	0	0	66	0	0	61
Total	78	0	0	1	0	0	0	0	0	718	190	0	447
<b>#38 SR-16 / Murietta South Pkwy</b>													
Base	0	0	0	2	11	3	126	208	834	0	2	445	12
Added	0	0	0	0	0	0	0	0	66	0	0	61	0
Total	0	0	0	2	11	3	126	208	900	0	2	506	12
<b>#39 SR-16 / Murietta Pkwy</b>													
Base	147	195	55	55	114	177	212	938	179	45	469	55	2641
Added	0	0	0	0	0	0	0	66	0	0	61	0	127
Total	147	195	55	55	114	177	212	1004	179	45	530	55	2768
<b>#40 SR-16 / Stone House</b>													
Base	0	0	0	0	129	0	36	85	1205	0	0	710	81
Added	0	0	0	0	0	0	0	66	0	0	61	0	127
Total	0	0	0	0	129	0	36	85	1269	0	0	771	81
<b>#41 SR-16 / Latrobe (Sac)</b>													
Base	9	0	4	9	0	47	60	1329	22	4	780	15	2279
Added	0	0	0	0	0	0	0	66	0	0	61	0	127
Total	9	0	4	9	0	47	60	1393	22	4	841	15	2404
<b>#42 SR-16 / Dillard</b>													
Base	104	0	145	0	0	0	0	1271	284	89	742	0	2635
Added	0	0	1	0	0	0	0	65	0	1	60	0	127
Total	104	0	146	0	0	0	0	1334	284	90	802	0	2760
<b>#43 SR-16 / Sloughhouse</b>													
Base	6	0	81	0	0	0	0	1479	12	44	794	0	2416
Added	0	0	0	0	0	0	0	65	0	0	60	0	125
Total	6	0	81	0	0	0	0	1542	12	44	854	0	2539
<b>#44 SR-16 / Grant Line</b>													
Base	0	615	78	178	887	149	214	1406	64	84	618	103	4396
Added	0	0	7	0	0	0	0	58	0	6	54	0	125
Total	0	615	85	178	887	149	214	1462	64	90	672	103	4519

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour  
 Impact Analysis Report  
 Level Of Service

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

Intersection	Base Del/V/ LOS Veh C	Future Del/V/ LOS Veh C	Change in
# 7 SR-49 / Main-Fiddletown	C 23.4 0.757	C 25.5 0.790	+ 2.184 D/V
# 9 SR-49 / Empire	B 11.0 0.595	B 15.5 0.630	+ 2.482 D/V
# 10 SR-49 / SR-16	C 26.7 0.887	C 28.7 0.883	+ 2.064 D/V
# 23 SR-16 / SR-124	B 11.8 0.647	B 16.2 0.733	+ 4.412 D/V
# 24 SR-16 / Latrobe (Amador)	B 11.6 0.555	B 11.8 0.596	+ 0.228 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	C 21.7 0.716	C 26.2 0.810	+ 4.588 D/V
# 26 SR-104 (Main) / SR-124 (Church)	B 11.4 0.799	B 19.5 0.903	+ 8.088 D/V

Volume	Northbound	Southbound	Eastbound	Westbound	Total		
Type	Left	Thru	Right	Left	Thru	Right	Volume
#45 SR-16 / Sunrise							
Base	10	769	134	441	1442	276	193 1162 51 65 558 203 5304
Added	0	0	3	15	0	0	40 0 3 37 14 112
PassBy	0	0	0	0	0	0	-2 0 0 0 0 0 -2
Total	10	769	137	456	1442	276	193 1200 51 68 595 217 5414
#46 SR-16 / Excelsior							
Base	43	103	137	22	312	173	195 1291 268 135 698 41 3418
Added	0	0	2	1	0	0	0 38 0 2 35 1 79
PassBy	0	0	0	0	0	0	-2 0 0 0 0 0 -2
Total	43	103	139	23	312	173	195 1327 268 137 733 42 3495
#47 SR-16 / Bradshaw							
Base	135	931	94	458	1453	672	425 1152 169 121 639 213 6462
Added	0	0	2	5	0	0	31 0 2 29 5 74
PassBy	0	0	0	0	0	0	-2 0 0 0 0 0 -2
Total	135	931	96	463	1453	672	425 1181 169 123 668 218 6534
#101 SR-49 / Project Access							
Base	0	877	0	0	619	0	0 0 0 0 0 0 1496
Added	0	0	80	54	0	0	74 0 50 258
PassBy	0	-2	0	0	-3	0	49 0 0 44
Total	0	875	80	54	616	0	123 0 50 1798
#174 SR-49 / Project Service Access							
Base	0	877	0	0	619	0	0 0 0 0 0 0 1496
Added	0	80	53	0	74	0	49 0 0 256
PassBy	0	-1	0	0	46	0	-49 0 0 -4
Total	0	956	53	0	739	0	0 0 0 0 0 0 1748
#176 Internal Project Intersection							
Base	0	0	0	0	0	0	0 0 0 0 0 0 0
Added	0	0	53	0	0	0	134 0 49 124 0 360
Total	0	0	53	0	0	0	49 124 0 360

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour  
 Signal Warrant Summary Report  
 Base Met [Del / Vol]  
 Future Met [Del / Vol]

Ione Casino  
 Cumulative + Alternative C 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):	50	Critical Vol./Cap. (X):	0.790	
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	25.5	
Optimal Cycle:	57	Level Of Service:	C	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	3 0 7 7	3 0 7 7	3 0 7 7	3 0 7 7
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0
Volume Module:				
Base Vol:	72 219 349	22 154 27	20 94 66	164 80 19
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	72 219 349	22 154 27	20 94 66	164 80 19
Added Vol:	7 35 1	0 38 0	0 0 0	7 1 0 0
PasserByVol:	0 -2 0	0 -3 0	0 0 0	0 0 0 0
Initial Fut:	79 252 350	22 189 27	20 94 73	165 80 19
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	83 264 366	23 198 28	21 98 76	173 84 20
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	83 264 366	23 198 28	21 98 76	173 84 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.:	83 264 366	23 198 28	21 98 76	173 84 20
Saturation Flow Module:				
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.88 0.85 0.85	0.88 0.91 0.91	0.95 0.93 0.93	0.95 0.97 0.97
Lanes:	1.00 0.42 0.58	1.00 0.88 0.12	1.00 0.56 0.44	1.00 0.81 0.19
Final Sat.:	1671 672 934	1671 1510 216	1805 999 776	1805 1491 354
Capacity Analysis Module:				
Vol/Sat:	0.05 0.39 0.39	0.01 0.13 0.13	0.01 0.10 0.10	0.10 0.10 0.06
Crit Moves:	****	****	****	****
Green/Cycle:	0.15 0.45 0.45	0.06 0.36 0.36	0.07 0.14 0.14	0.11 0.17 0.17
Volume/Cap:	0.32 0.87 0.87	0.23 0.37 0.37	0.15 0.70 0.70	0.87 0.32 0.32
Delay/Veh:	19.6 23.7 23.7	23.6 12.3 12.3	22.2 29.3 29.3	53.6 18.6 18.6
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	19.6 23.7 23.7	23.6 12.3 12.3	22.2 29.3 29.3	53.6 18.6 18.6
HCWZKrvg:	2 13 13	1 3 3	0 4 4	6 2 2

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #9 SR-49 / Empire  
 Cycle (sec): 35 Critical Vol./Cap. (X): 0.630  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.5  
 Optimal Cycle: 35 Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Permitted Permitted  
 Rights: Include Include Ovl Include  
 Min. Green: 3 7 7 3 7 7 5 5 5 5 5  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0  
 Volume Module:  
 Base Vol: 172 697 8 5 480 9 14 2 137 2 9 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 172 697 8 5 480 9 14 2 137 2 9 3  
 Added Vol: 5 45 0 0 48 0 0 0 5 0 0 0 0  
 PasserByVol: 0 -2 0 0 -3 0 0 0 0 0 0 0 0  
 Initial Fut: 177 740 8 5 525 9 14 2 142 2 9 3  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 188 786 9 5 558 10 15 2 151 2 10 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 188 786 9 5 558 10 15 2 151 2 10 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  
 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: 188 786 9 5 558 10 15 2 151 2 10 3  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.92 0.92 0.88 0.92 0.92 0.75 0.75 0.85 0.92 0.92 0.92  
 Lanes: 1.00 0.99 0.01 1.00 0.98 0.02 0.87 0.13 1.00 0.14 0.65 0.21  
 Final Sat.: 1671 1737 19 1671 1725 30 1250 179 1615 251 1129 376  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.45 0.45 0.00 0.32 0.32 0.01 0.01 0.09 0.01 0.01 0.01  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.15 0.51 0.51 0.09 0.45 0.45 0.14 0.14 0.30 0.14 0.14 0.14  
 Volume/Cap: 0.73 0.88 0.88 0.04 0.73 0.73 0.08 0.08 0.31 0.06 0.06 0.06  
 Delay/Veh: 24.0 17.5 17.5 14.8 11.4 11.4 13.2 13.2 9.9 13.1 13.1 13.1  
 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: 24.0 17.5 17.5 14.8 11.4 11.4 13.2 13.2 9.9 13.1 13.1 13.1  
 HCM2KAVG: 4 12 12 0 7 7 0 0 2 0 0 0

Ione Casino  
 Cumulative + Alternative C 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): 55 Critical Vol./Cap. (X): 0.883  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.7  
 Optimal Cycle: 71 Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Ignore Include Ovl Include  
 Min. Green: 5 0 0 0 1 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 1 0 1 0 0 0  
 Volume Module:  
 Base Vol: 307 0 133 0 0 0 0 0 0 484 526 230 335 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 307 0 133 0 0 0 0 0 0 484 526 230 335 0  
 Added Vol: 0 0 9 0 0 0 0 0 0 124 0 9 115 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 -2 0 -3 0 0  
 Initial Fut: 307 0 142 0 0 0 0 0 0 606 526 236 450 0  
 User Adj: 1.00 1.00 1.00 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: 318 0 0 0 0 0 0 0 0 628 545 245 466 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 318 0 0 0 0 0 0 0 0 628 545 245 466 0  
 PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 318 0 0 0 0 0 0 0 0 628 545 245 466 0  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.71 1.00 1.00 1.00 1.00 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 0.00 0.00 1.00 1.00 1.00 1.00 0.00  
 Final Sat.: 1353 0 1900 0 0 0 0 0 0 1759 1495 1671 1759 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.15 0.27 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.27 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.40 0.40 0.17 0.57 0.00  
 Volume/Cap: 0.88 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.88 0.90 0.88 0.46 0.00  
 Delay/Veh: 41.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 27.7 32.0 48.9 7.3 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 1.00 1.00  
 AdjDel/Veh: 41.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 27.7 32.0 48.9 7.3 0.0  
 HCM2KAVG: 11 0 0 0 0 0 0 0 14 13 8 5 0

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

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

Cycle (sec): 60 Critical Vol./Cap. (X): 0.596  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.8  
 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 L T R  
 Rights: Permitted Include Protected Protected  
 Min. Green: 0 0 0 0 0 5 0 0 5 3 7 0 0 0 0 0 7 7  
 Lanes: 0 0 0 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0

Volume Module:  
 Base Vol: 0 0 0 197 0 8 6 616 0 0 398 133  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 197 0 8 6 616 0 0 398 133  
 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 0 197 0 8 6 680 0 0 459 133  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 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 0 206 0 8 6 711 0 0 480 139  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 206 0 8 6 711 0 0 480 139  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 206 0 8 6 711 0 0 480 139

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 0.72 1.00 0.72 0.92 0.97 1.00 1.00 0.94 0.94  
 Lanes: 0.00 0.00 0.00 0.96 0.00 0.04 1.00 1.00 0.00 0.00 0.78 0.22  
 Final Sat.: 0 0 0 1312 0 53 1753 1845 0 0 1388 402  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.16 0.00 0.39 0.00 0.00 0.35 0.35  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.25 0.00 0.25 0.05 0.60 0.00 0.00 0.55 0.55  
 Volume/Cap: 0.00 0.00 0.00 0.63 0.00 0.63 0.07 0.64 0.00 0.00 0.63 0.63  
 Delay/Veh: 0.0 0.0 0.0 23.7 0.0 23.7 27.5 9.1 0.0 0.0 10.6 10.6  
 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 23.7 0.0 23.7 27.5 9.1 0.0 0.0 10.6 10.6  
 HCMRAvg: 0 0 0 6 0 6 0 9 0 0 9 9

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.733  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.2  
 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 L T R  
 Rights: Permitted Include Ovl Protected Protected  
 Min. Green: 5 0 0 1 0 0 0 0 0 0 7 7 3 7 0  
 Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0 0

Volume Module:  
 Base Vol: 14 0 202 0 0 0 808 27 75 567 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 14 0 202 0 0 0 808 27 75 567 0  
 Added Vol: 0 0 57 0 0 0 66 0 53 61 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 14 0 259 0 0 0 872 27 128 628 0  
 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: 14 0 268 0 0 0 901 28 132 649 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 14 0 268 0 0 0 901 28 132 649 0  
 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.: 14 0 268 0 0 0 901 28 132 649 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.76 1.00 0.81 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.: 1447 0 1537 0 0 0 1759 1495 1671 1759 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.00 0.17 0.00 0.00 0.00 0.51 0.02 0.08 0.37 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.10 0.00 0.20 0.00 0.00 0.00 0.62 0.62 0.10 0.72 0.00  
 Volume/Cap: 0.10 0.00 0.89 0.00 0.00 0.00 0.82 0.82 0.82 0.51 0.00  
 Delay/Veh: 20.8 0.0 44.9 0.0 0.0 0.0 12.3 3.6 49.5 3.5 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 20.8 0.0 44.9 0.0 0.0 0.0 12.3 3.6 49.5 3.5 0.0  
 HCMRAvg: 0 0 8 0 0 0 14 0 5 5 0



Ione Casino  
 Cumulative + Alternative C 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): 50 Critical Vol./Cap. (X): 0.810  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.2  
 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 Include Include  
 Min. Green: 3 0 7 7 3 0 7 7 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:  
 Base Vol: 160 288 205 51 313 47 36 28 115 152 25 33  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 160 288 205 51 313 47 36 28 115 152 25 33  
 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: 160 288 261 53 313 47 36 28 115 204 25 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: 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: 169 304 275 56 330 50 38 30 121 215 26 36  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 169 304 275 56 330 50 38 30 121 215 26 36  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 169 304 275 56 330 50 38 30 121 215 26 36

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.90 0.88 0.88 0.90 0.92 0.92 0.90 0.90 0.90 0.90 0.87 0.87  
 Lanes: 1.00 0.52 0.48 1.00 0.87 0.13 0.20 0.16 0.64 1.00 0.42 0.58  
 Final Sat.: 1702 873 791 1702 1527 229 345 269 1103 1718 701 953

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.35 0.35 0.03 0.22 0.22 0.11 0.11 0.11 0.13 0.04 0.04  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.15 0.41 0.41 0.06 0.32 0.32 0.14 0.14 0.14 0.15 0.15 0.15  
 Volume/Cap: 0.67 0.84 0.84 0.55 0.67 0.67 0.79 0.79 0.79 0.84 0.25 0.25  
 Delay/Veh: 26.9 22.7 22.7 29.0 17.7 17.7 36.3 36.3 36.3 42.7 19.4 19.4  
 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: 26.9 22.7 22.7 29.0 17.7 17.7 36.3 36.3 36.3 42.7 19.4 19.4  
 HCM2RAVG: 4 11 11 2 6 6 5 5 5 6 1 1

Ione Casino  
 Cumulative + Alternative C 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): 25 Critical Vol./Cap. (X): 0.903  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 19.5  
 Optimal Cycle: 46 Level Of Service: B

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

Volume Module:  
 Base Vol: 242 10 18 3 11 24 51 285 295 5 212 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 242 10 18 3 11 24 51 285 295 5 212 5  
 Added Vol: 55 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  
 Initial Fut: 297 10 18 3 11 24 51 285 346 5 212 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 315 11 19 3 12 25 54 302 367 5 225 5  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 315 11 19 3 12 25 54 302 367 5 225 5  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 315 11 19 3 12 25 54 302 367 5 225 5

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.70 0.86 0.86 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85  
 Lanes: 1.00 0.36 0.64 0.08 0.29 0.63 0.07 0.42 0.51 0.02 0.96 0.02  
 Final Sat.: 1329 584 1051 128 468 1021 120 673 817 40 1677 40

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.02 0.02 0.02 0.02 0.02 0.45 0.45 0.45 0.13 0.13 0.13  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.26 0.50 0.50 0.50 0.50 0.50  
 Volume/Cap: 0.90 0.07 0.07 0.09 0.09 0.09 0.90 0.90 0.90 0.27 0.27 0.27  
 Delay/Veh: 34.5 7.0 7.0 7.1 7.1 7.1 19.2 19.2 19.2 3.8 3.8 3.8  
 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: 34.5 7.0 7.0 7.1 7.1 7.1 19.2 19.2 19.2 3.8 3.8 3.8  
 HCM2RAVG: 8 0 0 0 0 0 11 11 11 1 1 1

Ione Casino  
 Cumulative + Alternative C 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): 40 Critical Vol./Cap. (X): 0.758  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 12.0  
 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: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 5 5 5 5  
 Lanes: 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 242 10 18 3 11 24 51 285 295 5 212 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bes: 242 10 18 3 11 24 51 285 295 5 212 5  
 Added Vol: 55 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 297 10 18 3 11 24 51 285 346 5 212 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 297 10 18 3 11 24 51 285 346 5 212 5  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 297 10 18 3 11 24 51 285 346 5 212 5  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 297 10 18 3 11 24 51 285 346 5 212 5  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.70 0.86 0.86 0.86 0.86 0.85 0.85 0.85 0.85 0.93 0.93 0.93  
 Lanes: 1.00 0.36 0.64 0.08 0.29 0.63 0.07 0.42 0.51 0.02 0.96 0.02  
 Final Sat.: 1333 584 1051 129 472 1030 121 675 820 40 1685 40  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.22 0.02 0.02 0.02 0.02 0.02 0.42 0.42 0.42 0.13 0.13 0.13  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.29 0.29 0.29 0.29 0.29 0.56 0.56 0.56 0.56 0.56 0.56  
 Volume/Cap: 0.76 0.06 0.06 0.08 0.08 0.08 0.76 0.76 0.76 0.23 0.23 0.23  
 Delay/Veh: 21.2 10.2 10.2 10.3 10.3 10.3 10.6 10.6 10.6 4.6 4.6 4.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 21.2 10.2 10.2 10.3 10.3 10.3 10.6 10.6 10.6 4.6 4.6 4.6  
 HCM2KAVG: 7 0 0 0 0 0 9 9 9 2 2 2  
 \*\*\*\*\*

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #29 SR-98 / SR-12 (North)  
 \*\*\*\*\*  
 Cycle (sec): 55 Critical Vol./Cap. (X): 0.853  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.1  
 Optimal Cycle:OPTIMIZED Level of Service: B  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 5 0 0 5 3 7 0 0 0 0 1 0 7  
 Lanes: 0 0 0 0 1 0 0 0 1 1 0 1 0 0 0 0 1 0  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 0 0 0 0 107 0 564 645 614 0 0 347 81  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bes: 0 0 0 0 107 0 564 645 614 0 0 347 81  
 Added Vol: 0 0 0 0 0 0 41 44 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 0 107 0 605 689 614 0 0 347 81  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 107 0 605 689 614 0 0 347 81  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 107 0 605 689 614 0 0 347 81  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 0 0 0 107 0 605 689 614 0 0 347 81  
 \*\*\*\*\*  
 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 0.08 0.00 0.40 0.40 0.34 0.00 0.00 0.24 0.24  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.09 0.00 0.56 0.46 0.75 0.00 0.00 0.28 0.28  
 Volume/Cap: 0.00 0.00 0.00 0.82 0.00 0.73 0.85 0.45 0.00 0.00 0.85 0.85  
 Delay/Veh: 0.0 0.0 0.0 56.0 0.0 12.4 22.0 2.9 0.0 0.0 32.2 32.2  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 56.0 0.0 12.4 22.0 2.9 0.0 0.0 32.2 32.2  
 HCM2KAVG: 0 0 0 5 0 9 14 4 0 0 10 10  
 \*\*\*\*\*

Ione Casino  
Cumulative + Alternative C 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): 100 Critical Vol./Cap. (X): 0.749  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 22.9  
Optimal Cycle:OPTIMIZED Level Of Service: C  
Approach: North Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Split Phase Split Phase  
Rights: Include Include  
Min. Green: 3 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0  
Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0  
Volume Module:  
Base Vol: 32 895 2 3 518 262 276 1 20 2 3 2  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 32 895 2 3 518 262 276 1 20 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  
Initial Fut: 32 924 2 3 545 273 288 1 20 2 3 2  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 32 924 2 3 545 273 288 1 20 2 3 2  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 32 924 2 3 545 273 288 1 20 2 3 2  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 32 924 2 3 545 273 288 1 20 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 0.82 0.82 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 0.28 0.43 0.29  
Final Sat.: 1805 1896 4 1702 1792 1523 1736 75 1492 495 742 495  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.49 0.49 0.00 0.30 0.18 0.17 0.01 0.01 0.00 0.00 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.03 0.58 0.58 0.03 0.58 0.78 0.20 0.20 0.20 0.07 0.07 0.07  
Volume/Cap: 0.59 0.84 0.84 0.06 0.52 0.23 0.84 0.07 0.07 0.06 0.06 0.06  
Delay/Veh: 64.0 22.8 22.8 47.6 13.0 3.0 54.9 32.7 32.7 43.6 43.6 43.6  
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: 64.0 22.8 22.8 47.6 13.0 3.0 54.9 32.7 32.7 43.6 43.6 43.6  
HCM2KAVG: 2 25 25 0 10 2 12 1 1 0 0 0  
\*\*\*\*\*

Ione Casino  
Cumulative + Alternative C Friday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #36 SR-49 / Pleasant Valley  
Cycle (sec): 75 Critical Vol./Cap. (X): 0.917  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 31.3  
Optimal Cycle:OPTIMIZED Level Of Service: C  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Protected Protected  
Rights: Include Include  
Min. Green: 5 0 0 5 0 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 0 0  
Volume Module:  
Base Vol: 155 0 250 0 0 0 0 0 0 604 281 325 380 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 155 0 250 0 0 0 0 0 0 604 281 325 380 0  
Added Vol: 7 0 28 0 0 0 0 0 0 0 8 30 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 162 0 278 0 0 0 0 0 0 604 289 355 380 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 162 0 278 0 0 0 0 0 0 604 289 355 380 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 162 0 278 0 0 0 0 0 0 604 289 355 380 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 162 0 278 0 0 0 0 0 0 604 289 355 380 0  
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.72 1.00 0.79 1.00 1.00 1.00 1.00 0.96 0.96 0.95 1.00 1.00 1.00  
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.68 0.32 1.00 1.00 0.00 0.00  
Final Sat.: 1366 0 1510 0 0 0 0 0 1229 588 1805 1900 0  
Capacity Analysis Module:  
Vol/Sat: 0.12 0.00 0.18 0.00 0.00 0.00 0.00 0.49 0.49 0.20 0.20 0.00 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.13 0.00 0.34 0.00 0.00 0.00 0.00 0.54 0.54 0.21 0.21 0.00 0.00  
Volume/Cap: 0.92 0.00 0.54 0.00 0.00 0.00 0.00 0.92 0.92 0.92 0.27 0.00  
Delay/Veh: 76.8 0.0 20.9 0.0 0.0 0.0 0.0 29.0 29.0 55.0 3.0 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 76.8 0.0 20.9 0.0 0.0 0.0 0.0 29.0 29.0 55.0 3.0 0.0  
HCM2KAVG: 8 0 6 0 0 0 0 24 24 13 3 0  
\*\*\*\*\*

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #1 SR-16 / Latrobe (SAC)

Average Delay (sec/veh): 2.8 Worst Case Level of Service: F(23.5)  
 Optimal Cycle: OPTIMIZED

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

Volume Module:  
 Base Vol: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 9 0 4 9 0 47 60 1329 22 4 780 15  
 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: 9 0 4 9 0 47 60 1329 22 4 780 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 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 9 0 4 9 0 47 60 1329 22 4 780 15

Critical Gap Module:  
 Critical Gap: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx  
 FollowupTm: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx  
 Capacity Module:  
 Conflict Vol: 2404 xxxxx 1404 2383 xxxxx 849 856 xxxxx xxxxx 1415 xxxxx xxxxx  
 Potent Cap.: 23 xxxxx 173 24 xxxxx 364 780 xxxxx xxxxx 479 xxxxx xxxxx  
 Move Cap.: 19 xxxxx 173 22 xxxxx 364 780 xxxxx xxxxx 479 xxxxx xxxxx  
 Volume/Cap: 0.48 xxxxx 0.02 0.41 xxxxx 0.13 0.08 xxxxx xxxxx 0.01 xxxxx xxxxx

Level Of Service Module:  
 Queue: xxxxxx xxxxx 0.1 xxxxxx xxxxx 0.4 0.2 xxxxx xxxxx 0.0 xxxxx xxxxx  
 Stopped Del: xxxxxx xxxxx 26.3 xxxxxx xxxxx 16.3 10.0 xxxxx xxxxx 12.6 xxxxx xxxxx  
 LOS by Move: \* \* \* \* \* C \* \* \* \* \* B \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: 19 xxxxx xxxxx 22 xxxxx xxxxx 22 xxxxx xxxxx 22 xxxxx xxxxx 22 xxxxx xxxxx  
 Shared Queue: 1.3 xxxxx xxxxx 1.2 xxxxx xxxxx 1.2 xxxxx xxxxx 1.2 xxxxx xxxxx 1.2 xxxxx xxxxx  
 Shrd StpDel: 311.1 xxxxx xxxxx 254.5 xxxxx xxxxx 254.5 xxxxx xxxxx 254.5 xxxxx xxxxx 254.5 xxxxx xxxxx  
 Shared LOS: F \* \* \* \* \* F \* \* \* \* \* F \* \* \* \* \*  
 ApproachDel: 223.5 F \* \* \* \* \* F \* \* \* \* \*  
 ApproachLOS: 223.5 F \* \* \* \* \* F \* \* \* \* \*

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

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

Cycle (sec): 85 Critical Vol./Cap. (X): 0.868  
 Loss Time (sec): 9 (X+R = 4 sec) Average Delay (sec/veh): 15.3  
 Optimal Cycle: OPTIMIZED Level of Service: B

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

Control: Permitted Protected Protected  
 Rights: Include Stop Sign Uncontrolled Include  
 Lanes: 0 0 0 0 5 0 5 3 1 0 1 0 0 0 0 0 7 0

Volume Module:  
 Base Vol: 0 0 129 0 36 85 1205 0 0 710 81  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 129 0 36 85 1205 0 0 710 81  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 129 0 36 85 1269 0 0 771 81  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 129 0 36 85 1269 0 0 771 81  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 0 0 129 0 36 85 1269 0 0 771 81

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00 0.00 0.90 0.10  
 Final Sat.: 0 0 0 1461 0 1615 1753 1845 0 0 1648 173

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.02 0.05 0.69 0.00 0.00 0.47 0.47  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.10 0.00 0.18 0.07 0.79 0.00 0.00 0.72 0.72  
 Volume/Cap: 0.00 0.00 0.00 0.87 0.00 0.13 0.65 0.87 0.00 0.00 0.65 0.65  
 Delay/Veh: 0.0 0.0 0.0 75.9 0.0 29.7 49.4 11.7 0.0 0.0 7.5 7.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 75.9 0.0 29.7 49.4 11.7 0.0 0.0 7.5 7.5  
 HCM2kAG: 0 0 0 7 0 1 4 25 0 0 12 12

Ione Casino  
Cumulative + Alternative C Friday - Mitigation  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 SR-16 / Dillard

Critical Vol./Cap. (X): 1.078

Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 55.7

Optimal Cycle: OPTIMIZED Level of Service: E

Approach: North Bound East Bound West Bound

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

Control: Permitted Permitted Protected Protected

Rights: OVI Include Include Include Include

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

Volume Module:

Base Vol: 104 0 145 0 0 0 0 1271 284 89 742 0

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

Initial Base: 104 0 145 0 0 0 0 1271 284 89 742 0

Added Vol: 0 0 1 0 0 0 0 65 0 1 60 0

PasserbyVol: 0 0 0 0 0 0 0 -2 0 0 0 0

Initial Fut: 104 0 146 0 0 0 0 1334 284 90 802 0

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: 104 0 146 0 0 0 0 1334 284 90 802 0

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

Reduced Vol: 104 0 146 0 0 0 0 1334 284 90 802 0

PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MCF 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.: 104 0 146 0 0 0 0 1334 284 90 802 0

Saturation Flow Module:

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

Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00

Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.82 0.18 1.00 1.00 0.00

Final Sat.: 1461 0 1615 0 0 0 0 1485 316 1753 1845 0

Capacity Analysis Module:

Vol/Sat: 0.07 0.00 0.09 0.00 0.00 0.00 0.00 0.90 0.90 0.05 0.43 0.00

Crit Moves: \*\*\*\*

Green/Cycle: 0.07 0.00 0.11 0.00 0.00 0.00 0.00 0.83 0.83 0.05 0.88 0.00

Volume/Cap: 1.08 0.00 0.80 0.00 0.00 0.00 0.00 1.08 1.08 1.08 0.49 0.00

Delay/Veh: 193.7 0.0 94.4 0.0 0.0 0.0 0.0 61.6 61.6 202.3 2.4 0.0

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

AdjDel/Veh: 193.7 0.0 94.4 0.0 0.0 0.0 0.0 61.6 61.6 202.3 2.4 0.0

HCW2KAVg: 11 0 9 0 0 0 0 100 100 8 9 0

Ione Casino  
Cumulative + Alternative C Friday - Mitigation  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 SR-16 / Sloughhouse

Average Delay (sec/veh): 2.5 Worst Case Level of Service: F [ 66.0]

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

Volume Module:

Base Vol: 6 0 81 0 0 0 0 1479 12 44 794 0

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

Initial Base: 6 0 81 0 0 0 0 1479 12 44 794 0

Added Vol: 0 0 0 0 0 0 0 0 65 0 0 0

PasserbyVol: 0 0 0 0 0 0 0 -2 0 0 0 0

Initial Fut: 6 0 81 0 0 0 0 1542 12 44 854 0

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: 6 0 81 0 0 0 0 1542 12 44 854 0

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

Final Vol.: 6 0 81 0 0 0 0 1542 12 44 854 0

Critical Gap Module:

Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx

FollowupTrm: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Conflict Vol: 2490 xxxxx 1548 xxxxx xxxxx xxxxx xxxxx xxxxx 1554 xxxxx xxxxx

Potent Cap: 33 xxxxx 142 xxxxx xxxxx xxxxx xxxxx xxxxx 423 xxxxx xxxxx

Move Cap: 30 xxxxx 142 xxxxx xxxxx xxxxx xxxxx xxxxx 423 xxxxx xxxxx

Volume/Cap: 0.20 xxxxx 0.57 xxxxx xxxxx xxxxx xxxxx xxxxx 0.10 xxxxx xxxxx

Level Of Service Module:

Queue: 0.6 xxxxx 2.9 xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx

Stopped Del: 152.4 xxxxx 59.6 xxxxx xxxxx xxxxx xxxxx xxxxx 14.5 xxxxx xxxxx

LOS by Move: F F

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 LOS: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

ApproachDel: 66.0 F

ApproachLOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Cumulative + Alternative C Friday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 85 Critical Vol./Cap. (X): 0.929  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 38.2  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: 3 Include  
 Min. Green: 1 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Lanes: 1 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 10 769 134 441 1442 276 193 1162 51 65 558 203  
 Added Vol: 0 0 3 15 0 0 0 0 0 0 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 10 769 137 456 1442 276 193 1200 51 68 595 217  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 10 769 137 456 1442 276 193 1200 51 68 595 217  
 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.: 10 769 137 456 1442 276 193 1200 51 68 595 217  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 1.00 1.70 0.30 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1805 2994 533 3502 3610 1615 1702 3404 1523 1702 3404 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.26 0.26 0.13 0.40 0.17 0.11 0.35 0.03 0.04 0.17 0.14  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.30 0.30 0.15 0.42 0.58 0.16 0.37 0.40 0.04 0.25 0.40  
 Volume/Cap: 0.16 0.86 0.86 0.86 0.96 0.90 0.71 0.96 0.08 0.96 0.71 0.36  
 Delay/Veh: 40.8 35.3 35.3 48.4 39.3 9.4 41.9 43.4 15.8 134.1 31.9 18.3  
 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: 40.9 35.3 35.3 48.4 39.3 9.4 41.9 43.4 15.8 134.1 31.9 18.3  
 HCM2kAv: 0 14 14 9 24 4 7 21 1 5 9 4

Cumulative + Alternative C 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): 80 Critical Vol./Cap. (X): 0.924  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 36.7  
 Optimal Cycle: OPTIMIZED Level Of Service: D  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: 3 Include  
 Min. Green: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0  
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0  
 Volume Module:  
 Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 615 78 178 887 149 214 1406 64 84 618 103  
 Added Vol: 0 0 7 0 0 0 0 58 0 6 54 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 615 85 178 887 149 214 1462 64 90 672 103  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 615 85 178 887 149 214 1462 64 90 672 103  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 0 615 85 178 887 149 214 1462 64 90 672 103  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 0.93 0.93 0.95 0.93 0.93 0.92 0.92 0.92 0.92 0.90 0.90  
 Lanes: 1.00 1.76 0.24 1.00 1.71 0.29 1.00 1.92 0.08 1.00 1.73 0.27  
 Final Sat.: 1900 3115 430 1805 3023 508 1753 3338 146 1753 2979 457  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.20 0.20 0.10 0.29 0.29 0.12 0.44 0.44 0.05 0.23 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.21 0.21 0.11 0.32 0.32 0.19 0.47 0.47 0.06 0.34 0.34  
 Volume/Cap: 0.00 0.92 0.92 0.92 0.92 0.66 0.92 0.92 0.66 0.66 0.66 0.66  
 Delay/Veh: 0.0 47.8 47.8 79.2 37.6 37.6 35.0 28.9 28.9 104.4 23.6 23.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 13 13 8 17 17 6 22 22 5 9 9  
 HCM2kAv: 0 13 13 8 17 17 6 22 22 5 9 9

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #46 SR-16 / Excelsior  
 \*\*\*\*\*  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.963  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 34.9  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Include  
 Min. Green: 5 5 5 3 1 0 1 0 1 0 1 0 1 0 1 0  
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 1 0 1 0  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 43 103 137 22 312 173 195 1291 268 135 698 41  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 43 103 137 22 312 173 195 1291 268 135 698 41  
 Added Vol: 0 0 2 1 0 0 0 0 38 0 2 35 1  
 PasserByVol: 0 0 0 0 0 0 0 -2 0 0 0 0  
 Initial Fut: 43 103 139 23 312 173 195 1327 268 137 733 42  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 43 103 139 23 312 173 195 1327 268 137 733 42  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 43 103 139 23 312 173 195 1327 268 137 733 42  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 43 103 139 23 312 173 195 1327 268 137 733 42  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.73 0.73 0.73 0.93 0.93 0.93 0.87 0.87 0.90 0.89 0.89  
 Lanes: 0.15 0.36 0.49 0.05 0.61 0.34 1.00 1.66 0.34 1.00 1.89 0.11  
 Final Sat.: 209 500 675 80 1091 605 1702 2761 558 1702 3194 183  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.21 0.21 0.21 0.29 0.29 0.11 0.48 0.48 0.08 0.23 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.30 0.30 0.30 0.30 0.30 0.19 0.50 0.50 0.08 0.39 0.39  
 Volume/Cap: 0.69 0.69 0.69 0.96 0.96 0.96 0.59 0.59 0.96 0.96 0.59  
 Delay/Veh: 28.4 28.4 28.4 55.7 55.7 30.3 32.3 32.3 98.1 18.9 18.9  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 28.4 28.4 28.4 55.7 55.7 30.3 32.3 32.3 98.1 18.9 18.9  
 HCMXRVG: 9 9 18 18 18 5 24 24 7 8 8  
 \*\*\*\*\*

Ione Casino  
 Cumulative + Alternative C Friday - Mitigation  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #47 SR-16 / Bradshaw  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap. (X): 1.008  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 54.9  
 Optimal Cycle:OPTIMIZED Level Of Service: D  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include  
 Min. Green: 3 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 135 931 94 458 1453 672 425 1152 169 121 639 213  
 Added Vol: 0 0 2 5 0 0 0 0 31 0 2 29 5  
 PasserByVol: 0 0 0 0 0 0 0 -2 0 0 0 0  
 Initial Fut: 135 931 96 463 1453 672 425 1181 169 123 668 218  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 135 931 96 463 1453 672 425 1181 169 123 668 218  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 135 931 96 463 1453 672 425 1181 169 123 668 218  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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.: 135 931 96 463 1453 672 425 1181 169 123 668 218  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 2.00 1.81 0.19 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 3502 3227 333 3502 3610 1615 1702 3404 1523 1702 3404 1523  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.29 0.29 0.13 0.40 0.42 0.25 0.35 0.11 0.07 0.20 0.14  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.30 0.30 0.14 0.40 0.65 0.25 0.37 0.40 0.08 0.19 0.33  
 Volume/Cap: 1.01 0.96 0.96 0.96 1.01 0.64 1.01 0.95 0.27 0.95 1.01 0.43  
 Delay/Veh: 128.0 53.3 53.3 74.1 55.7 12.0 83.4 45.5 20.2 108.7 77.2 26.6  
 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: 128.0 53.3 53.3 74.1 55.7 12.0 83.4 45.5 20.2 108.7 77.2 26.6  
 HCMXRVG: 5 21 21 12 30 13 20 23 4 7 16 5  
 \*\*\*\*\*

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 Ione Casino  
 Cumulative Plus Alternative C Saturday - Mitigation  
 PM Peak Hour  
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 Ione Casino  
 Cumulative Plus Alternative C Saturday - Mitigation  
 PM Peak Hour  
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Scenario Report  
 Cum + Alt C Mitigation Sat  
 Command: Cum + Alt C Mitigation Sat  
 Volume: Cum + Alt C Sat  
 Geometry: Cumulative Mit  
 Existing  
 Impact Fee: Cum + Alt C Sat  
 Trip Generation: Default  
 Trip Distribution: 2006 (Amador Bypass)  
 Paths: Existing  
 Routes: Existing  
 Configuration: Existing

Scenario Report  
 Cum + Alt C Mitigation Sat  
 Command: Cum + Alt C Mitigation Sat  
 Volume: Cum + Alt C Sat  
 Geometry: Cumulative Mit  
 Existing  
 Impact Fee: Cum + Alt C Sat  
 Trip Generation: Default  
 Trip Distribution: 2006 (Amador Bypass)  
 Paths: Existing  
 Routes: Existing  
 Configuration: Existing

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total % Of Trips
1	Ione Casino- Zone 1	1.00	Ione Casino	248.00	248.00	248	248	496 100.0
Zone 1 Subtotal						248	248	496 100.0

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total % Of Trips
1	Ione Casino- Zone 1	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

TOTAL ..... 248 248 496 100.0



Ione Casino  
 Cumulative Plus Alternative C Saturday - 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
	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							

Ione Casino  
 Cumulative Plus Alternative C Saturday - Mitigation  
 PM Peak Hour

Turning Movement Report

Cum + Alt C Sat

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
#1 Latrobe / Old Sacramento									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	18	0	0	0	0	18
Total	0	0	0	18	0	0	0	0	18
#2 Main / Sherwood									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	15	3	0	15
Total	3	0	0	0	0	15	3	0	15
#3 Main / Empire									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	0	12	3	12
Total	3	0	0	0	0	0	12	3	12
#4 Main / Poplar									
Base	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	9	3	0	9
Total	3	0	0	0	0	9	3	0	9
#5 Main / Mill									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	9	0	0	9
Total	0	0	0	0	0	9	0	0	9
#6 SR-49 / Miller Way									
Base	24	258	0	0	190	8	2	0	35
Added	0	50	0	0	50	0	0	0	100
Total	24	308	0	0	240	8	2	0	35
#7 SR-49 / Main-Fiddletown									
Base	59	200	175	19	175	23	27	58	45
Added	9	51	1	0	51	0	0	9	1
PassBY	0	-3	0	0	-4	0	0	0	0
Total	68	248	176	19	222	23	27	58	54
#8 SR-49 / Poplar									
Base	41	417	0	0	476	6	8	0	53
Added	3	61	0	0	61	0	0	3	0
Total	44	508	0	0	537	6	8	0	56
#9 SR-49 / Empire									
Base	81	452	5	2	524	16	28	0	265
Added	7	64	0	0	64	0	0	7	0
PassBY	0	-3	0	0	-4	0	0	0	0
Total	88	513	5	2	584	16	28	0	272

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
<b>#19 SR-49 / Sutter</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	0	0	0	0	0
PassBy	0	0	0	6	0	0	0	0	0
Total	0	6	0	6	0	0	0	0	12
<b>#20 SR-49 / Hoffman</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	6	0	0	0	0	0	0	0
Total	0	6	0	0	0	0	0	0	12
<b>#21 SR-49 / Main (Jackson)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	5	0	0	0	0	0	0	0
Total	0	5	0	0	0	0	0	0	10
<b>#22 SR-49 / SR-88 (South)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	5	0	0	0	0	0	0	0
Total	0	5	0	0	0	0	0	0	10
<b>#23 SR-16 / SR-124</b>									
Base	16	0	86	0	0	0	401	25	79
Added	0	0	76	0	0	0	88	0	76
PassBy	0	0	0	0	0	0	-3	0	-3
Total	16	0	162	0	0	0	486	25	155
<b>#24 SR-16 / Latrobe (Amador)</b>									
Base	0	0	0	101	0	6	329	0	484
Added	0	0	0	0	0	0	88	0	88
PassBy	0	0	0	0	0	0	-3	0	-3
Total	0	0	0	101	0	6	414	0	572
<b>#25 SR-104 (Preston) / SR-124 (North)</b>									
Base	171	248	106	32	226	22	28	33	100
Added	0	0	74	2	0	0	0	0	74
Total	171	248	180	34	226	22	28	33	174
<b>#26 SR-104 (Main) / SR-124 (Church)</b>									
Base	133	10	18	3	5	13	5	251	231
Added	73	0	0	0	0	0	1	73	0
Total	206	10	18	3	5	13	5	252	231
<b>#27 SR-104 / SR-88</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	0	0	3	0	3

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	
<b>#10 SR-49 / SR-16</b>									
Base	417	0	166	0	0	228	259	276	343
Added	0	0	13	0	0	164	0	13	164
PassBy	0	0	0	0	0	-3	0	-4	0
Total	417	0	179	0	0	389	259	285	507
<b>#11 SR-49 / Main (Drytown)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	12	0	0	0	0	0	0	12
Total	0	12	0	0	0	0	0	0	24
<b>#12 SR-49 / Water-Amador Creek</b>									
Base	0	0	0	0	0	0	0	0	0
Added	5	0	0	0	0	0	5	0	10
Total	5	0	0	0	0	0	5	0	10
<b>#13 SR-49 / Gopher Flat</b>									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	4	0	8
Total	4	0	0	0	0	0	4	0	8
<b>#14 SR-49 / Eureka</b>									
Base	0	0	0	0	0	0	0	0	0
Added	4	0	4	0	0	0	0	0	8
Total	4	0	4	0	0	0	0	0	8
<b>#15 SR-49 / Church</b>									
Base	0	4	0	4	0	0	0	0	8
Added	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	8
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	7	0	7	3	3	0	0	0	20
Total	7	0	7	3	3	0	0	0	20
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	6	0	6	0	0	0	0	12
Total	0	6	0	6	0	0	0	0	12
<b>#18 SR-49 / SR-88 (North)</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	6	0	0	0	0	0	6
Total	0	0	6	0	0	0	0	0	6

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

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

<b>#28 SR-88 / SR-124</b>													
Base	0	0	0	6	0	193	129	482	0	0	456	3	1269
Added	0	0	0	0	0	70	70	3	0	0	3	0	146
Total	0	0	0	6	0	263	199	485	0	0	459	3	1415

<b>#29 SR-88 / SR-12 (North)</b>													
Base	0	0	0	91	0	573	561	394	0	0	413	97	2129
Added	0	0	0	0	0	58	58	0	0	0	0	0	116
Total	0	0	0	91	0	631	619	394	0	0	413	97	2245

<b>#30 SR-88 / SR-12 (South)</b>													
Base	26	673	1	3	536	256	295	1	26	1	0	3	1821
Added	0	39	0	0	39	16	16	0	0	0	0	0	110
Total	26	712	1	3	575	272	311	1	26	1	0	3	1931

<b>#31 SR-88 / Kettleman</b>													
Base	29	574	5	7	440	101	182	49	26	12	62	4	1441
Added	0	34	0	0	34	5	5	0	0	0	0	0	78
Total	29	558	5	7	474	106	187	49	26	12	62	4	1519

<b>#32 SR-12 / SR-99 SB Ramps</b>													
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

<b>#33 SR-12 / SR-99 NB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	14	0	0	0	0	1	0	0	16	0	31
Total	0	0	14	0	0	0	0	1	0	0	16	0	31

<b>#34 Kettleman / SR-99 SB Ramps</b>													
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

<b>#35 Kettleman / SR-99 NB Ramps</b>													
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

<b>#36 SR-49 / Pleasant Valley</b>													
Base	203	0	273	0	0	0	0	355	187	217	301	0	1536
Added	10	0	40	0	0	0	0	10	40	0	0	0	100
Total	213	0	313	0	0	0	0	355	197	257	301	0	1636

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

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

<b>#37 SR-16 / Ione</b>													
Base	97	0	6	0	0	0	0	353	123	7	463	0	1049
Added	0	0	0	0	0	0	0	88	0	0	88	0	176
Total	97	0	6	0	0	0	0	441	123	7	551	0	1225

<b>#38 SR-16 / Murietta South Pkwy</b>													
Base	0	2	0	4	0	117	170	487	2	0	530	24	1336
Added	0	0	0	0	0	0	0	87	0	0	87	0	174
Total	0	2	0	4	0	117	170	574	2	0	617	24	1510

<b>#39 SR-16 / Murietta Pkwy</b>													
Base	134	169	65	43	162	190	242	551	145	58	546	37	2342
Added	0	0	0	0	0	0	0	87	0	0	87	0	174
Total	134	169	65	43	162	190	242	638	145	58	633	37	2516

<b>#40 SR-16 / Stone House</b>													
Base	0	0	0	125	0	81	41	819	0	0	781	84	1931
Added	0	0	0	0	0	0	0	87	0	0	87	0	174
Total	0	0	0	125	0	81	41	903	0	0	868	84	2102

<b>#41 SR-16 / Latrobe (Sac)</b>													
Base	13	0	2	2	0	24	20	876	7	6	908	6	1864
Added	0	0	0	0	0	0	0	87	0	0	87	0	174
Total	13	0	2	2	0	24	20	960	7	6	995	6	2035

<b>#42 SR-16 / Dillard</b>													
Base	137	0	87	0	0	0	0	811	133	96	834	0	2098
Added	0	0	1	0	0	0	0	86	0	1	86	0	174
Total	137	0	88	0	0	0	0	894	133	97	920	0	2269

<b>#43 SR-16 / Sloughhouse</b>													
Base	0	0	55	0	0	0	0	963	10	45	916	0	1989
Added	0	0	0	0	0	0	0	86	0	0	86	0	172
Total	0	0	55	0	0	0	0	1046	10	45	1002	0	2158

<b>#44 SR-16 / Grant Line</b>													
Base	13	336	64	60	280	130	74	854	9	77	801	71	2769
Added	0	0	9	0	0	0	0	77	0	9	77	0	172
Total	13	336	73	60	280	130	74	928	9	86	878	71	2938

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
#45 SR-16 / Sunrise	78	337	588	146	127	529	22	76	610	338	3325		
Base	15	459	0	0	0	53	0	4	53	20	154		
Added	0	0	0	0	0	-3	0	0	0	0	-3		
PassBy	0	0	0	0	0	0	0	0	0	0	0		
Total	15	459	82	357	588	146	127	579	22	80	663	3476	
#46 SR-16 / Excelsior	50	74	62	43	122	158	144	563	92	46	697	17	2068
Base	0	0	2	1	0	0	0	50	0	2	50	1	106
Added	0	0	0	0	0	0	-3	0	0	0	0	0	-3
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	74	64	44	122	158	144	610	92	48	747	18	2171
#47 SR-16 / Bradshaw	108	710	63	386	920	227	268	388	107	80	490	350	4097
Base	0	0	2	7	0	0	0	42	0	2	42	7	102
Added	0	0	0	0	0	0	-3	0	0	0	0	0	-3
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	108	710	65	393	920	227	268	427	107	82	532	357	4196
#101 SR-49 / Project Access	0	538	0	0	794	0	0	0	0	0	0	0	1332
Base	0	0	106	71	0	0	0	0	0	106	0	71	354
Added	0	-3	0	0	-4	0	0	0	0	71	0	0	64
PassBy	0	535	106	71	790	0	0	0	0	177	0	71	1750
Total	0	535	106	71	790	0	0	0	0	177	0	71	1750
#174 SR-49 / Project Service Access	0	538	0	0	794	0	0	0	0	0	0	0	1332
Base	0	106	71	0	106	0	0	0	0	71	0	0	354
Added	0	-1	0	0	67	0	0	0	0	-71	0	0	-5
PassBy	0	643	71	0	967	0	0	0	0	0	0	0	1681
Total	0	643	71	0	967	0	0	0	0	0	0	0	1681
#176 Internal Project Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0
Base	0	0	71	0	0	0	0	0	177	0	71	177	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	71	0	0	0	0	0	177	0	71	177	0

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Intersection	Base		Future		Change in			
	Del/V	C	Del/V	C				
# 7 SR-49 / Main-Fiddletown	B	18.2	0.580	B	19.1	0.626	+ 0.895	D/V
# 9 SR-49 / Empire	B	12.3	0.557	B	13.7	0.614	+ 1.343	D/V
# 10 SR-49 / SR-16	C	23.4	0.796	C	26.9	0.862	+ 3.521	D/V
# 23 SR-16 / SR-124	A	6.7	0.525	A	8.7	0.591	+ 1.993	D/V
# 24 SR-16 / Latrobe (Amador)	A	7.9	0.565	A	8.2	0.624	+ 0.304	D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	B	18.9	0.566	C	21.6	0.701	+ 2.779	D/V
# 26 SR-104 (Main) / SR-124 (Church)	A	5.0	0.553	A	7.8	0.709	+ 2.820	D/V

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

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

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.626  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 19.1  
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  
Min. Green: 3 0 7 7 3 0 7 7 3 0 7 7 3 0 7 7  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 0 1 0 1 0 1 0 1 0

Volume Module:  
Base Vol: 59 200 175 19 175 23 27 58 45 242 122 22  
Growth Adj: 1.00  
Initial Bse: 59 200 175 19 175 23 27 58 45 242 122 22  
Added Vol: 9 51 1 0 51 0 0 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 0 0 0  
Initial Fut: 68 248 176 19 222 23 27 58 54 243 122 22  
User Adj: 1.00  
PHF Adj: 0.98  
PHF Volume: 69 253 179 19 226 23 28 59 55 248 124 22  
Reduced Vol: 0  
Reduced Vol: 69 253 179 19 226 23 28 59 55 248 124 22  
PCE Adj: 1.00  
MLF Adj: 1.00  
Final Vol.: 69 253 179 19 226 23 28 59 55 248 124 22

Saturation Flow Module:  
Sat/Lane: 1900  
Adjustment: 0.88 0.87 0.87 0.88 0.91 0.91 0.95 0.93 0.93 0.93 0.95 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
Lanes: 1.00 0.58 0.42 1.00 0.91 0.09 1.00 0.52 0.48 1.00 0.85 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15  
Final Sat.: 1671 965 685 1671 1572 163 1805 913 850 1805 1573 284  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.26 0.26 0.01 0.14 0.14 0.02 0.06 0.06 0.14 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: 0.13 0.37 0.37 0.06 0.30 0.30 0.10 0.14 0.14 0.14 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: 0.33 0.71 0.71 0.19 0.48 0.48 0.15 0.46 0.46 0.71 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34  
Delay/Veh: 20.9 17.5 17.5 23.3 14.9 14.9 21.0 21.1 21.1 25.7 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4  
User DelAdj: 1.00  
AdjDel/Veh: 20.9 17.5 17.5 23.3 14.9 14.9 21.0 21.1 21.1 25.7 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4 16.4  
HCM2KAVG: 1 7 7 1 4 4 1 2 2 6 2 2 2 2 2 2 2 2 2 2 2 2 2

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

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

Cycle (sec): 35 Critical Vol./Cap. (X): 0.614  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 13.7  
Optimal Cycle: 34 Level Of Service: B  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R

Control: Protected Protected Permitted Permitted Permitted  
Rights: 3 Include Include Ovl Include Include  
Min. Green: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 0 0 5  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 0 0 5  
Volume Module:  
Base Vol: 81 452 5 2 524 16 28 0 265 5 3 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 81 452 5 2 524 16 28 0 265 5 3 0  
Added Vol: 7 64 0 0 64 0 0 0 7 0 0 0  
PasserbyVol: 0 -3 0 0 -4 0 0 0 0 0 0 0  
Initial Fut: 88 513 5 2 594 16 28 0 272 5 3 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 97 566 6 2 644 18 31 0 300 6 3 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  
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.: 97 566 6 2 644 18 31 0 300 6 3 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.88 0.93 0.92 0.88 0.92 0.92 0.80 1.00 0.85 0.80 0.80 1.00  
Lanes: 1.00 0.99 0.01 1.00 0.97 0.03 1.00 0.00 1.00 0.62 0.38 0.00  
Final Sat.: 1671 1741 17 1671 1706 47 1520 0 1615 952 571 0  
Capacity Analysis Module:  
Vol/Sat: 0.06 0.32 0.32 0.00 0.38 0.38 0.02 0.00 0.19 0.01 0.01 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.09 0.47 0.47 0.13 0.51 0.51 0.14 0.00 0.23 0.14 0.14 0.00  
Volume/Cap: 0.68 0.68 0.68 0.01 0.73 0.73 0.14 0.00 0.81 0.04 0.04 0.00  
Delay/Veh: 27.8 9.5 9.5 13.4 9.8 9.8 13.4 0.0 25.6 13.0 13.0 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: 27.8 9.5 9.5 13.4 9.8 9.8 13.4 0.0 25.6 13.0 13.0 0.0  
HCM2kAVG: 3 6 6 0 8 8 0 0 6 0 0 0

Ione Casino  
Cumulative Plus Alternative C 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): 55 Critical Vol./Cap. (X): 0.862  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 26.9  
Optimal Cycle: 67 Level Of Service: C  
Approach: North Bound South Bound East Bound West Bound  
Movement: L T R L T R L T R L T R

Control: Permitted Permitted Protected Protected  
Rights: 5 Ignore Include Ovl Include  
Min. Green: 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0  
Lanes: 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0 1 0 0  
Volume Module:  
Base Vol: 417 0 166 0 0 0 0 0 228 259 276 343 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 417 0 166 0 0 0 0 0 228 259 276 343 0  
Added Vol: 0 0 13 0 0 0 0 0 164 0 13 164 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 417 0 179 0 0 0 0 0 389 259 285 507 0  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.97 0.97 0.00 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
PHF Volume: 429 0 0 0 0 0 0 0 401 267 294 522 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 429 0 0 0 0 0 0 0 401 267 294 522 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.71 1.00 1.00 1.00 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 0.00 1.00 1.00 1.00 1.00 0.00  
Final Sat.: 1353 0 1900 0 0 0 0 0 1759 1495 1671 1759 0  
Capacity Analysis Module:  
Vol/Sat: 0.32 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.23 0.18 0.18 0.30 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.37 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.26 0.26 0.20 0.47 0.00  
Volume/Cap: 0.86 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.86 0.67 0.86 0.63 0.00  
Delay/Veh: 30.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 34.4 22.7 40.7 12.7 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: 30.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 34.4 22.7 40.7 12.7 0.0  
HCM2kAVG: 12 0 0 0 0 0 0 0 10 6 8 8 0

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

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

Intersection #24 SR-16 / Iatrobe (Amador)  
Cycle (sec): 60 Critical Vol./Cap. (X): 0.624  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.2  
Optimal Cycle: 40 Level Of Service: A

Intersection #23 SR-16 / SR-124  
Cycle (sec): 50 Critical Vol./Cap. (X): 0.591  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.7  
Optimal Cycle: 36 Level Of Service: A

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

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

Volume Module:  
Base Vol: 0 0 0 0 101 0 6 6 329 0 0 484 179  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 0 101 0 6 6 329 0 0 484 179  
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 0 101 0 6 6 414 0 0 572 179  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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  
PHF Volume: 0 0 0 0 107 0 6 6 438 0 0 605 189  
Reduced Vol: 0 0 0 0 107 0 6 6 438 0 0 605 189  
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 1.00  
MLF Adj: 1.00 1.00 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 0 107 0 6 6 438 0 0 605 189

Volume Module:  
Base Vol: 16 0 86 0 0 0 0 401 25 79 681 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 16 0 86 0 0 0 0 401 25 79 681 0  
Added Vol: 0 0 76 0 0 0 0 88 0 76 88 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 16 0 162 0 0 0 0 486 25 155 769 0  
User Adj: 1.00 1.00 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: 17 0 175 0 0 0 0 526 27 168 832 0  
Reduced Vol: 17 0 175 0 0 0 0 526 27 168 832 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 17 0 175 0 0 0 0 526 27 168 832 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 1.00 1.00 1.00 0.72 1.00 0.72 0.92 0.97 1.00 1.00 0.94  
Lanes: 0.00 0.00 0.00 0.00 0.94 0.00 0.06 1.00 1.00 0.00 0.00 0.76  
Final Sat.: 0 0 0 0 1292 0 77 1753 1845 0 0 1360 426  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.08 0.00 0.08 0.00 0.24 0.00 0.00 0.44  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.00 0.13 0.00 0.13 0.05 0.72 0.00 0.00 0.67 0.67  
Volume/Cap: 0.00 0.00 0.00 0.66 0.00 0.66 0.07 0.33 0.00 0.00 0.66 0.66  
Delay/Veh: 0.0 0.0 0.0 34.1 0.0 34.1 27.5 3.1 0.0 0.0 7.1 7.1  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 0.0 34.1 0.0 34.1 27.5 3.1 0.0 0.0 7.1 7.1  
HCM2kAVG: 0 0 0 0 4 0 4 0 3 0 0 10 10

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.76 1.00 0.81 1.00 1.00 0.93 0.79 0.88 0.93 1.00 1.00 0.94  
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 1.00 1.00 1.00 0.00 0.00 0.76  
Final Sat.: 1447 0 1537 0 0 0 1759 1495 1671 1759 0  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.11 0.00 0.00 0.00 0.30 0.02 0.10 0.47 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.10 0.00 0.28 0.00 0.00 0.00 0.54 0.54 0.18 0.72 0.00  
Volume/Cap: 0.12 0.00 0.41 0.00 0.00 0.00 0.55 0.03 0.55 0.66 0.00  
Delay/Veh: 20.9 0.0 15.2 0.0 0.0 0.0 8.3 5.4 20.9 5.0 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 20.9 0.0 15.2 0.0 0.0 0.0 8.3 5.4 20.9 5.0 0.0  
HCM2kAVG: 0 0 3 0 0 0 6 0 3 8 0

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #25 SR-104 (Main) / SR-124 (Church)  
 Cycle (sec): 25 Critical Vol./Cap. (X): 0.709  
 Loss Time (sec): 6 (V+R = 4 sec) Average Delay (sec/veh): 7.8  
 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 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  
 Lanes: 1 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0  
 Volume Module:  
 Base Vol: 133 10 18 3 5 13 5 251 231 23 306 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 133 10 18 3 5 13 5 251 231 23 306 2  
 Added Vol: 73 0 0 0 0 0 0 0 0 0 1 73 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 206 10 18 3 5 13 5 252 304 23 307 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.91 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: 226 11 20 3 5 14 5 276 333 25 337 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 226 11 20 3 5 14 5 276 333 25 337 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: 226 11 20 3 5 14 5 276 333 25 337 2  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.71 0.86 0.86 0.83 0.83 0.83 0.87 0.87 0.87 0.87 0.87 0.89 0.89  
 Lanes: 1.00 0.36 0.64 0.14 0.24 0.62 0.01 0.45 0.54 0.07 0.92 0.01  
 Final Sat.: 1355 584 1051 226 377 981 15 743 896 118 1569 10  
 Capacity Analysis Module:  
 Vol/Sat: 0.17 0.02 0.02 0.01 0.01 0.01 0.37 0.37 0.21 0.21 0.21 0.21  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.24 0.24 0.24 0.24 0.24 0.24 0.52 0.52 0.52 0.52 0.52 0.52  
 Volume/Cap: 0.71 0.08 0.08 0.06 0.06 0.06 0.71 0.71 0.71 0.71 0.71 0.71  
 Delay/Veh: 16.0 7.5 7.5 7.5 7.5 7.5 7.2 7.2 7.2 7.2 7.2 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: 16.0 7.5 7.5 7.5 7.5 7.5 7.2 7.2 7.2 7.2 7.2 7.2  
 HCM2BAVG: 4 0 0 0 0 0 6 6 6 6 6 6 6

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #25 SR-104 (Preston) / SR-124 (North)  
 Cycle (sec): 52 Critical Vol./Cap. (X): 0.701  
 Loss Time (sec): 12 (V+R = 4 sec) Average Delay (sec/veh): 21.6  
 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 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 7 7  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol: 171 248 106 32 226 22 28 33 100 115 76 30  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 171 248 106 32 226 22 28 33 100 115 76 30  
 Added Vol: 0 0 74 2 0 0 0 0 0 0 0 74 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 171 248 180 34 226 22 28 33 100 189 76 32  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PHF Volume: 190 276 200 38 252 24 31 37 111 210 85 36  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 190 276 200 38 252 24 31 37 111 210 85 36  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 190 276 200 38 252 24 31 37 111 210 85 36  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.90 0.58 0.42 1.00 0.91 0.09 0.17 0.20 0.63 1.00 0.70 0.30  
 Lanes: 1.00 0.58 0.42 1.00 0.91 0.09 0.17 0.20 0.63 1.00 0.70 0.30  
 Final Sat.: 1702 973 706 1702 1612 157 300 354 1071 1718 1217 512  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.28 0.28 0.02 0.16 0.16 0.10 0.10 0.10 0.12 0.07 0.07  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.19 0.39 0.39 0.06 0.26 0.26 0.14 0.14 0.14 0.17 0.17 0.17  
 Volume/Cap: 0.60 0.73 0.73 0.37 0.60 0.60 0.73 0.73 0.73 0.73 0.41 0.41  
 Delay/Veh: 21.6 17.2 17.2 24.9 18.3 18.3 31.0 31.0 31.0 28.8 19.6 19.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 21.6 17.2 17.2 24.9 18.3 18.3 31.0 31.0 31.0 28.8 19.6 19.6  
 HCM2BAVG: 4 8 8 1 5 5 5 5 5 5 2 2





Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #30 SR-88 / SR-12 (South)  
 Cycle (sec): 80 Critical Vol./Cap. (X): 0.657  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.1  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include  
 Min. Green: 3 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 1 0 0 0  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 1 0 0  
 Volume Module:  
 Base Vol: 26 673 1 3 536 256 295 1 26 1 0 0 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 26 673 1 3 536 256 295 1 26 1 0 0 3  
 Added Vol: 0 0 0 0 39 16 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 26 712 1 3 575 272 311 1 26 1 0 0 3  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 26 712 1 3 575 272 311 1 26 1 0 0 3  
 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.: 26 712 1 3 575 272 311 1 26 1 0 0 3

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.82 0.82 0.85 1.00 0.85  
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.04 0.96 0.25 0.00 0.75  
 Final Sat.: 1805 1897 3 1702 1792 1523 1736 58 1507 406 0 1218  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.38 0.38 0.00 0.32 0.18 0.18 0.02 0.02 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.49 0.49 0.04 0.49 0.72 0.23 0.23 0.23 0.09 0.00 0.09  
 Volume/Cap: 0.38 0.76 0.76 0.05 0.65 0.25 0.76 0.07 0.07 0.03 0.00 0.03  
 Delay/Veh: 41.2 20.4 20.4 37.4 17.1 3.8 37.0 24.0 24.0 33.5 0.0 33.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 41.2 20.4 20.4 37.4 17.1 3.8 37.0 24.0 24.0 33.5 0.0 33.5  
 HCM2kAvg: 1 15 15 0 11 2 9 1 1 0 0 0

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #36 SR-49 / Pleasant Valley  
 Cycle (sec): 45 Critical Vol./Cap. (X): 0.754  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.1  
 Optimal Cycle:OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Include  
 Min. Green: 5 0 0 0 5 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 1 0 1 0 1 0 0  
 Volume Module:  
 Base Vol: 203 0 273 0 0 0 0 0 355 187 217 301 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 203 0 273 0 0 0 0 0 355 187 217 301 0  
 Added Vol: 10 0 40 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: 213 0 313 0 0 0 0 0 355 197 257 301 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 213 0 313 0 0 0 0 0 355 197 257 301 0  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 213 0 313 0 0 0 0 0 355 197 257 301 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.72 1.00 0.79 1.00 1.00 1.00 1.00 1.00 0.95 0.95 0.95 1.00 1.00  
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.64 0.36 1.00 1.00 0.00  
 Final Sat.: 1366 0 1510 0 0 0 0 0 1163 646 1805 1900 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.16 0.00 0.21 0.00 0.00 0.00 0.00 0.00 0.31 0.31 0.14 0.16 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.21 0.00 0.40 0.00 0.00 0.00 0.00 0.40 0.40 0.19 0.59 0.00  
 Volume/Cap: 0.75 0.00 0.52 0.00 0.00 0.00 0.00 0.75 0.75 0.75 0.27 0.00  
 Delay/Veh: 27.7 0.0 11.2 0.0 0.0 0.0 0.0 0.0 16.0 26.5 4.5 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 27.7 0.0 11.2 0.0 0.0 0.0 0.0 0.0 16.0 26.5 4.5 0.0  
 HCM2kAvg: 6 0 4 0 0 0 0 0 9 6 2 0

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #30 SR-88 / SR-12 (South)  
 Cycle (sec): 80 Critical Vol./Cap. (X): 0.657  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 20.1  
 Optimal Cycle:OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include  
 Min. Green: 3 0 1 0 1 0 1 0 1 0 1 0 0 0 1 0 0 0  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 0 0 0 1 0 0 0  
 Volume Module:  
 Base Vol: 26 673 1 3 536 256 295 1 26 1 0 0 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 26 673 1 3 536 256 295 1 26 1 0 0 3  
 Added Vol: 0 0 0 0 39 16 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 26 712 1 3 575 272 311 1 26 1 0 0 3  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 26 712 1 3 575 272 311 1 26 1 0 0 3  
 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.: 26 712 1 3 575 272 311 1 26 1 0 0 3

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.91 0.82 0.82 0.85 1.00 0.85  
 Lanes: 1.00 0.99 0.01 1.00 1.00 1.00 1.00 0.04 0.96 0.25 0.00 0.75  
 Final Sat.: 1805 1897 3 1702 1792 1523 1736 58 1507 406 0 1218  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.38 0.38 0.00 0.32 0.18 0.18 0.02 0.02 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.04 0.49 0.49 0.04 0.49 0.72 0.23 0.23 0.23 0.09 0.00 0.09  
 Volume/Cap: 0.38 0.76 0.76 0.05 0.65 0.25 0.76 0.07 0.07 0.03 0.00 0.03  
 Delay/Veh: 41.2 20.4 20.4 37.4 17.1 3.8 37.0 24.0 24.0 33.5 0.0 33.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 41.2 20.4 20.4 37.4 17.1 3.8 37.0 24.0 24.0 33.5 0.0 33.5  
 HCM2kAvg: 1 15 15 0 11 2 9 1 1 0 0 0

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #36 SR-49 / Pleasant Valley  
 Cycle (sec): 45 Critical Vol./Cap. (X): 0.754  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.1  
 Optimal Cycle:OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Include  
 Min. Green: 5 0 0 0 5 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 1 0 1 0 1 0 0  
 Volume Module:  
 Base Vol: 203 0 273 0 0 0 0 0 355 187 217 301 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 203 0 273 0 0 0 0 0 355 187 217 301 0  
 Added Vol: 10 0 40 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: 213 0 313 0 0 0 0 0 355 197 257 301 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 213 0 313 0 0 0 0 0 355 197 257 301 0  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 213 0 313 0 0 0 0 0 355 197 257 301 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.72 1.00 0.79 1.00 1.00 1.00 1.00 1.00 0.95 0.95 0.95 1.00 1.00  
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.64 0.36 1.00 1.00 0.00  
 Final Sat.: 1366 0 1510 0 0 0 0 0 1163 646 1805 1900 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.16 0.00 0.21 0.00 0.00 0.00 0.00 0.00 0.31 0.31 0.14 0.16 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.21 0.00 0.40 0.00 0.00 0.00 0.00 0.40 0.40 0.19 0.59 0.00  
 Volume/Cap: 0.75 0.00 0.52 0.00 0.00 0.00 0.00 0.75 0.75 0.75 0.27 0.00  
 Delay/Veh: 27.7 0.0 11.2 0.0 0.0 0.0 0.0 0.0 16.0 26.5 4.5 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 27.7 0.0 11.2 0.0 0.0 0.0 0.0 0.0 16.0 26.5 4.5 0.0  
 HCM2kAvg: 6 0 4 0 0 0 0 0 9 6 2 0

Ione Casino  
 Cumulative Plus Alternative C Saturday - Mitigation  
 PM Peak Hour

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

Cycle (sec): 65 Critical Vol./Cap. (X): 0.733  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.4  
 Optimal Cycle: OPTIMIZED Level of Service: B

Approach: North Bound East Bound West Bound  
 Movement: L T R L T R L T R L T R L T R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include Include Include Include  
 Lanes: 0 0 0 0 1 0 0 0 1 3 1 0 0 0 0 0 0 1 0 7  
 Volume Module: 0 0 0 0 0 0 0 0 0 5 3 0 0 0 0 0 0 0 0 0 7  
 Base Vol: 0 0 125 0 81 41 819 0 0 781 84  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 125 0 81 41 819 0 0 781 84  
 Added Vol: 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  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 125 0 81 41 819 0 0 781 84  
 Final Vol: 0 0 125 0 81 41 819 0 0 781 84  
 Reduced Vol: 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  
 MLF Adj: 1.00 1.00 1.00 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 0 125 0 81 41 819 0 0 781 84

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 0.85 0.82 0.97 1.00 1.00 0.96 0.96  
 Lanes: 0 0 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0  
 Final Sat: 0 0 1461 0 1615 1753 1845 0 0 1662 161

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.05 0.02 0.49 0.00 0.00 0.52 0.52  
 Crit Moves: \*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.11 0.00 0.16 0.05 0.75 0.00 0.00 0.70 0.70  
 Volume/Cap: 0.00 0.00 0.00 0.75 0.00 0.31 0.51 0.66 0.00 0.00 0.75 0.75  
 Delay/Veh: 0.0 0.0 0.0 44.4 0.0 24.8 35.4 5.2 0.0 0.0 8.5 8.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 44.4 0.0 24.8 35.4 5.2 0.0 0.0 8.5 8.5  
 HCMXAVG: 0.0 0.0 0.0 5.0 0.0 2.10 0.0 0.0 0.0 0.0 14.14

Ione Casino  
 Cumulative Plus Alternative C Saturday - Mitigation  
 PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #41 SR-16 / Latrobe (SAC)

Average Delay (sec/veh): 1.3 Worst Case Level of Service: F [122.9]

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

Volume Module:  
 Base Vol: 13 0 2 2 0 24 20 876 7 6 908 6  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 13 0 2 2 0 24 20 876 7 6 908 6  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 13 0 2 2 0 24 20 876 7 6 908 6  
 Final Vol: 13 0 2 2 0 24 20 876 7 6 908 6  
 Critical Gap Module:  
 Critical Gap: 7.1 xxx 6.2 7.1 xxx 6.2 4.1 xxx xxx 4.1 xxx xxx  
 FollowUpTim: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx 2.2 xxx xxx

Capacity Module:  
 Conflict Vol: 2026 xxx 964 2015 xxx 998 1001 xxx xxx 967 xxx xxx  
 Potent Cap.: 43 xxx 313 44 xxx 299 688 xxx xxx 708 xxx xxx  
 Move Cap.: 39 xxx 313 43 xxx 299 688 xxx xxx 708 xxx xxx  
 Volume/Cap: 0.34 xxx 0.01 0.05 xxx 0.08 0.03 xxx 0.01 xxx xxx

Level of Service Module:  
 Queue: xxx xxx 0.0 xxx xxx 0.3 0.1 xxx xxx 0.0 xxx xxx  
 Stopped Del: xxx xxx 16.6 xxx xxx 18.1 10.4 xxx xxx 10.1 xxx xxx  
 LOS by Move: \* \* C \* \* C B \* \* B \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: 39 xxx xxx 43 xxx xxx 43 xxx xxx 43 xxx xxx  
 Shared Queue: 1.1 xxx xxx 0.1 xxx xxx 0.1 xxx xxx 0.1 xxx xxx  
 Shrd StpDel: 139.3 xxx xxx 93.6 xxx xxx 93.6 xxx xxx 93.6 xxx xxx  
 Shared LOS: F \* \* F \* \* \* \* \* \* \* \* \* \*  
 ApproachDel: 122.9 F 23.9 C  
 ApproachLOS: F C



Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #44 SR-16 / Grant Line  
 Cycle (sec): 40 Critical Vol./Cap. (X): 0.666  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 15.2  
 Optimal Cycle: OPTIMIZED Level of Service: B  
 Approach: North Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected Protected Protected  
 Rights: Include Include Include Include Include Include  
 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  
 Volume Module:  
 Base Vol: 13 336 64 60 280 130 74 854 9 77 801 71  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 13 336 64 60 280 130 74 854 9 77 801 71  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 13 336 73 60 280 130 74 928 9 86 878 71  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 13 336 73 60 280 130 74 928 9 86 878 71  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 13 336 73 60 280 130 74 928 9 86 878 71  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 13 336 73 60 280 130 74 928 9 86 878 71  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.92 0.92 0.95 0.90 0.90 0.92 0.92 0.92 0.92 0.91 0.91  
 Lanes: 1.00 1.64 0.36 1.00 1.37 0.63 1.00 1.98 0.02 1.00 1.85 0.15  
 Final Sat.: 1805 2886 627 1805 2347 1090 1753 3468 34 1753 3207 259  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.12 0.12 0.03 0.12 0.12 0.04 0.27 0.27 0.05 0.27 0.27  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.08 0.17 0.17 0.08 0.17 0.17 0.08 0.38 0.38 0.08 0.38 0.38  
 Volume/Cap: 0.10 0.67 0.67 0.44 0.68 0.68 0.56 0.71 0.71 0.65 0.73 0.73  
 Delay/Veh: 17.5 18.2 18.2 20.0 18.7 18.7 23.4 12.5 12.5 29.3 12.9 12.9  
 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: 17.5 18.2 18.2 20.0 18.7 18.7 23.4 12.5 12.5 29.3 12.9 12.9  
 HCM2kAvg: 0 4 4 1 4 4 2 7 7 2 7 7

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 45 Critical Vol./Cap. (X): 0.716  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 17.2  
 Optimal Cycle: OPTIMIZED Level of Service: B  
 Approach: North Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected Protected Protected  
 Rights: Include Include Include Include Include Include  
 Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 1 0 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 15 459 78 337 588 146 127 529 22 76 610 338  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 15 459 78 337 588 146 127 529 22 76 610 338  
 Added Vol: 0 0 4 20 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 15 459 82 357 588 146 127 579 22 80 663 358  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 15 459 82 357 588 146 127 579 22 80 663 358  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 459 82 357 588 146 127 579 22 80 663 358  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 15 459 82 357 588 146 127 579 22 80 663 358  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.93 0.93 0.82 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 1.00 1.70 0.30 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1805 2992 535 3502 3610 1615 1702 3404 1523 1702 3404 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.15 0.15 0.10 0.16 0.09 0.07 0.17 0.01 0.05 0.19 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.07 0.21 0.21 0.14 0.29 0.39 0.10 0.31 0.38 0.07 0.27 0.41  
 Volume/Cap: 0.12 0.72 0.72 0.72 0.56 0.23 0.72 0.55 0.04 0.71 0.72 0.57  
 Delay/Veh: 20.2 19.7 19.7 23.3 14.2 9.3 32.5 13.5 8.9 38.8 17.5 11.3  
 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: 20.2 19.7 19.7 23.3 14.2 9.3 32.5 13.5 8.9 38.8 17.5 11.3  
 HCM2kAvg: 0 5 5 4 4 4 2 4 4 0 3 6 5

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #46 SR-16 / Excelsior  
 Cycle (sec): 35 Critical Vol./Cap. (X): 0.680  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 12.3  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 3 7 7 7 3 7 7  
 Lanes: 0 0 1 0 0 1 1 0 1 1 0 1 0 1 1 0  
 Volume Module:  
 Base Vol: 50 74 62 43 122 158 144 563 92 46 697 17  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 50 74 62 43 122 158 144 563 92 46 697 17  
 Added Vol: 0 0 2 1 0 0 0 50 0 2 50 1  
 PasserByVol: 0 0 0 0 0 0 -3 0 0 0 0 0  
 Initial Fut: 50 74 64 44 122 158 144 610 92 48 747 18  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 50 74 64 44 122 158 144 610 92 48 747 18  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 50 74 64 44 122 158 144 610 92 48 747 18  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 50 74 64 44 122 158 144 610 92 48 747 18  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.83 0.83 0.83 0.87 0.87 0.87 0.90 0.88 0.88 0.90 0.89 0.89  
 Lanes: 0.27 0.39 0.34 0.13 0.38 0.49 1.00 1.74 0.26 1.00 1.85 0.05  
 Final Sat: 420 621 537 236 625 810 1702 2899 437 1702 3311 80  
 Capacity Analysis Module:  
 Vol/Sat: 0.12 0.12 0.12 0.20 0.20 0.20 0.08 0.21 0.21 0.03 0.23 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.29 0.29 0.29 0.29 0.29 0.29 0.12 0.37 0.37 0.09 0.33 0.33  
 Volume/Cap: 0.42 0.42 0.42 0.68 0.68 0.68 0.68 0.57 0.57 0.33 0.68 0.68  
 Delay/Veh: 10.7 10.7 10.7 15.0 15.0 15.0 23.3 9.4 9.4 16.4 11.8 11.8  
 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: 10.7 10.7 10.7 15.0 15.0 15.0 23.3 9.4 9.4 16.4 11.8 11.8  
 HCM2KAVG: 2 2 2 5 5 5 3 4 4 1 5 5

Ione Casino  
Cumulative Plus Alternative C Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #47 SR-16 / Bradshaw  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.847  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.4  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 3 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Lanes: 2 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 108 710 63 386 920 227 268 388 107 80 490 350  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 108 710 63 386 920 227 268 388 107 80 490 350  
 Added Vol: 0 0 2 7 0 0 0 0 42 0 2 42 7  
 PasserByVol: 0 0 0 0 0 0 0 0 -3 0 0 0 0  
 Initial Fut: 108 710 65 393 920 227 268 427 107 82 532 357  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 108 710 65 393 920 227 268 427 107 82 532 357  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 108 710 65 393 920 227 268 427 107 82 532 357  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 108 710 65 393 920 227 268 427 107 82 532 357  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
 Lanes: 2.00 1.83 0.117 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat: 3502 3284 239 3502 3610 1615 1702 3404 1523 1702 3404 1523  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.22 0.22 0.11 0.25 0.14 0.16 0.13 0.07 0.05 0.16 0.23  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.06 0.26 0.26 0.13 0.33 0.52 0.19 0.26 0.32 0.11 0.18 0.32  
 Volume/Cap: 0.51 0.85 0.85 0.85 0.77 0.27 0.85 0.48 0.22 0.43 0.85 0.74  
 Delay/Veh: 25.0 25.0 25.0 34.7 18.3 7.0 38.3 16.1 12.7 22.3 30.1 21.2  
 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: 25.0 25.0 25.0 34.7 18.3 7.0 38.3 16.1 12.7 22.3 30.1 21.2  
 HCM2KAVG: 2 9 9 6 9 2 7 3 1 2 7

## **APPENDIX AA**

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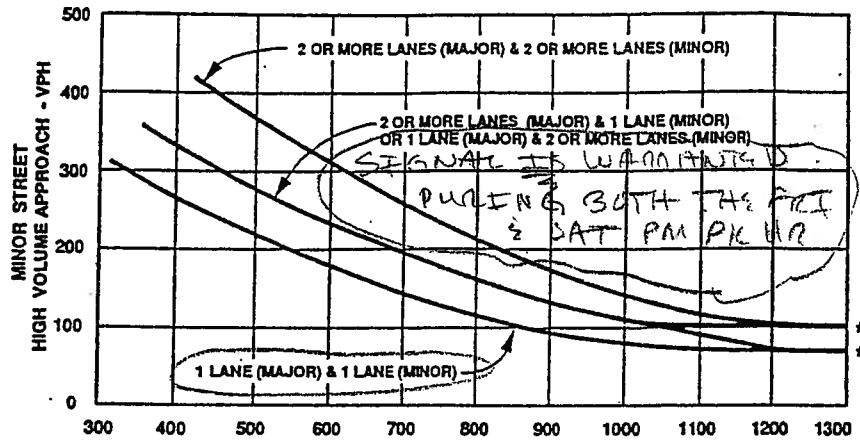
### **Intersection Operations Calculations Cumulative Plus Alternative D Condition**





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

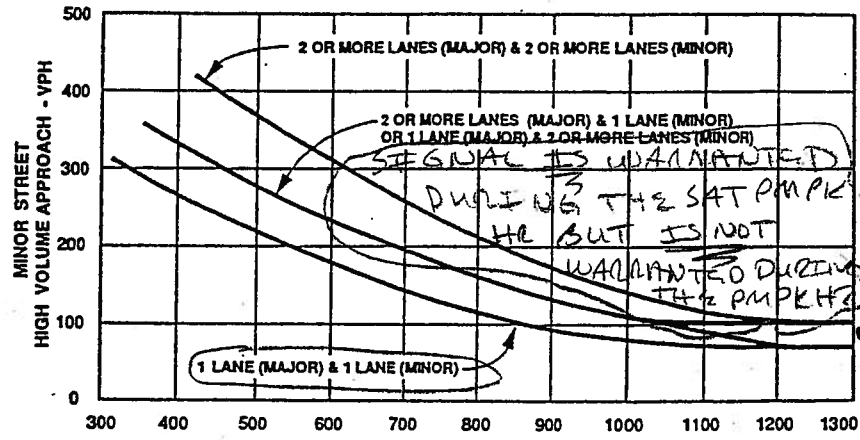
Cumulative + AITD



**A** sc 49 / Project Ave

1655 ↑  
↓ 1560

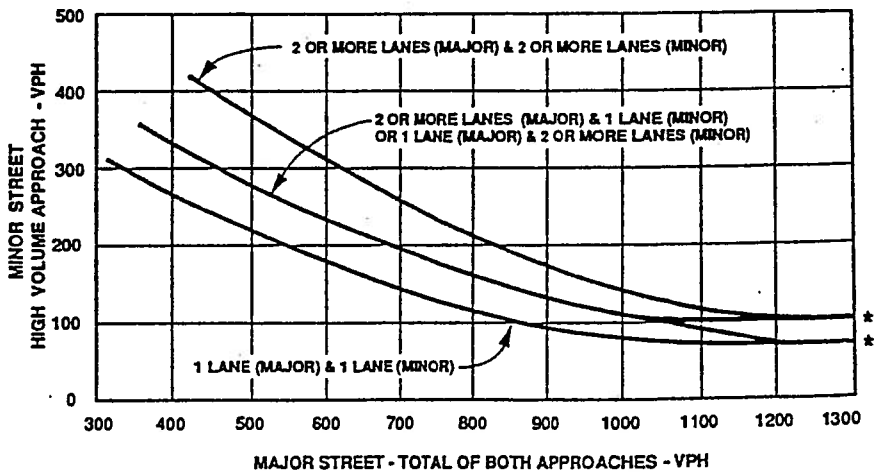
172  
← 210



**B** sc 49 / Service Ave

1757 ↑  
↓ 1605

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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 Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour  
 -----

Scenario: Cum + Alt D Mitigation Fri  
 -----

Command: Cum + Alt D Mitigation Fri  
 Volume: Cumulative MP Friday  
 Geometry: Cumulative Mit  
 Impact Fee: Existing  
 Trip Generation: Cum + Alt D Fri  
 Trip Distribution: Default  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

-----  
 Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour  
 -----

Trip Generation Report

Forecast for Cum + Alt D Fri

Zone #	Subzone	Amount	Units	Rate		Trips		Trips		Total % Of Trips Total
				In	Out	In	Out			
1	Ione Casino-	1.00	Ione Casino	222.00	240.00	222	240	240	240	462 100.0
	Zone 1 Subtotal					222	240	240	240	462 100.0

-----  
 TOTAL ..... 222 240 462 100.0  
 -----

Ione Casino  
Cumulative Plus Alternative D 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
Zone	23 24 25 26
1	0.1 0.8 1.4 1.6

Ione Casino  
Cumulative Plus Alternative D Friday - Mitigation  
PM Peak Hour

Turning Movement Report  
Cum + Alt D Fri

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right Volume
#1 Lattrobe / Old Sacramento					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	0 0 0	16 0 0	0 0 0	0 0 0	17 33 33
Total	0 0 0	16 0 0	0 0 0	0 0 0	17 33 33
#2 Main / Sherwood					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	3 0 0	0 0 0	13 3 0	14 0 0	33 33 33
Total	3 0 0	0 0 0	13 3 0	14 0 0	33 33 33
#3 Main / Empire					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	3 0 0	0 0 0	11 2 0	11 0 0	27 27 27
Total	3 0 0	0 0 0	11 2 0	11 0 0	27 27 27
#4 Main / Poplar					
Base	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Added	3 0 0	0 0 0	8 2 0	9 0 0	22 22 22
Total	3 0 0	0 0 0	8 2 0	9 0 0	22 22 22
#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	8 0 0	0 9 0	17 17 17
Total	0 0 0	0 0 0	8 0 0	0 9 0	17 17 17
#6 SR-49 / Miller Way					
Base	51 236 0	0 180 8	6 0 22	0 0 0	0 503 503
Added	0 49 0	0 45 0	0 0 0	0 0 0	94 94 94
Total	51 285 0	0 225 8	6 0 22	0 0 0	94 597 597
#7 SR-49 / Main-Fiddletown					
Base	72 219 349	22 154 27	20 94 66	164 80 19	1286 1286 1286
Added	9 49 1	0 45 0	0 0 8	1 0 0	113 113 113
Total	81 268 350	22 199 27	20 94 74	165 80 19	1399 1399 1399
#8 SR-49 / Poplar					
Base	53 686 0	0 395 9	9 0 59	0 0 0	0 1211 1211
Added	3 59 0	0 55 0	0 0 3	0 0 0	0 120 120
Total	56 745 0	0 450 9	9 0 62	0 0 0	0 1331 1331
#9 SR-49 / Empire					
Base	172 697 8	5 480 9	14 2 137	2 9 3	1538 1538 1538
Added	7 62 0	0 57 0	0 0 6	0 0 0	0 132 132
Total	179 759 8	5 537 9	14 2 143	2 9 3	1670 1670 1670

Ione Casino  
Cumulative Plus Alternative D Friday - Mitigation  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total			
	Left	Thru	Right	Left	Thru	Right	Left	Thru				
<b>#10 SR-49 / SR-16</b>												
Base	307	0	133	0	0	0	484	526	230	335	0	2015
Added	0	0	11	0	0	0	147	0	12	159	0	329
Total	307	0	144	0	0	0	631	526	242	494	0	2344
<b>#11 SR-49 / Main (Drytown)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	11	0	12	0	0	0	0	0	0	0	23
Total	0	11	0	12	0	0	0	0	0	0	0	23
<b>#12 SR-49 / Water-Amador Creek</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	0	4	0	0	0	8
Total	4	0	0	0	0	0	0	4	0	0	0	8
<b>#13 SR-49 / Gopher Flat</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	0	4	0	0	0	8
Total	4	0	0	0	0	0	0	4	0	0	0	8
<b>#14 SR-49 / Eureka</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	4	0	0	0	0	0	0	0	8
Total	0	4	0	4	0	0	0	0	0	0	0	8
<b>#15 SR-49 / Church</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	4	0	0	0	0	0	0	0	8
Total	0	4	0	4	0	0	0	0	0	0	0	8
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	6	3	3	0	0	0	0	0	18
Total	0	6	0	6	3	3	0	0	0	0	0	18
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	6	0	6	0	0	0	0	0	0	0	12
Total	0	6	0	6	0	0	0	0	0	0	0	12
<b>#18 SR-49 / SR-88 (North)</b>												
Base	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	6	0	0	0	0	0	0	0	6
Total	0	0	0	6	0	0	0	0	0	0	0	6
<b>#19 SR-49 / Sutter</b>												
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
<b>#20 SR-49 / Hoffman</b>												
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
<b>#21 SR-49 / Main (Jackson)</b>												
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
<b>#22 SR-49 / SR-88 (South)</b>												
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
<b>#23 SR-16 / SR-124</b>												
Base	14	0	202	0	0	0	0	0	808	27	75	567
Added	0	0	68	0	0	0	0	0	79	0	74	85
Total	14	0	270	0	0	0	0	0	887	27	149	652
<b>#24 SR-16 / Latrobe (Amador)</b>												
Base	0	0	0	197	0	8	6	616	0	0	398	133
Added	0	0	0	0	0	0	0	79	0	0	85	0
Total	0	0	0	197	0	8	6	695	0	0	483	133
<b>#25 SR-104 (Preston) / SR-124 (North)</b>												
Base	160	288	205	51	313	47	36	28	115	152	25	33
Added	0	0	66	2	0	0	0	0	0	72	0	2
Total	160	288	271	53	313	47	36	28	115	224	25	35
<b>#26 SR-104 (Main) / SR-124 (Church)</b>												
Base	242	10	18	3	11	24	51	285	295	5	212	5
Added	65	0	0	0	0	0	0	1	71	0	1	0
Total	307	10	18	3	11	24	51	286	366	5	213	5
<b>#27 SR-104 / SR-88</b>												
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  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

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

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

#28 SR-88 / SR-124	0	0	5	0	226	210	531	0	0	447	3	1422
Base	0	0	0	0	67	62	3	0	0	3	0	135
Added	0	0	5	0	239	272	534	0	0	450	3	1557
Total	0	0	5	0	293	272	534	0	0	450	3	1557

#29 SR-88 / SR-12 (North)	0	0	107	0	564	645	614	0	0	347	81	2358
Base	0	0	0	0	56	52	0	0	0	0	0	108
Added	0	0	107	0	620	697	614	0	0	347	81	2466
Total	0	0	107	0	620	697	614	0	0	347	81	2466

#30 SR-88 / SR-12 (South)	32	895	2	3	518	262	276	1	20	2	3	2	2016
Base	32	895	2	3	518	262	276	1	20	2	3	2	2016
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	895	2	3	518	262	276	1	20	2	3	2	2016

#31 SR-88 / Kettleman	22	672	20	7	439	100	256	104	33	17	77	8	1755
Base	22	672	20	7	439	100	256	104	33	17	77	8	1755
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	22	672	20	7	439	100	256	104	33	17	77	8	1755

#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	155	0	250	0	0	0	0	0	604	281	325	380	0	1995
Base	155	0	250	0	0	0	0	0	604	281	325	380	0	1995
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	155	0	250	0	0	0	0	0	604	281	325	380	0	1995

#37 SR-16 / Ione	78	0	1	0	0	0	0	0	652	190	0	386	0	1307
Base	78	0	1	0	0	0	0	0	652	190	0	386	0	1307
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	0	1	0	0	0	0	0	652	190	0	386	0	1307

#38 SR-16 / Marietta South Pkwy	0	0	2	11	3	126	208	834	0	2	445	12	1643
Base	0	0	2	11	3	126	208	834	0	2	445	12	1643
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	11	3	126	208	834	0	2	445	12	1643

#39 SR-16 / Marietta Pkwy	147	195	55	55	114	177	212	938	179	45	469	55	2641
Base	147	195	55	55	114	177	212	938	179	45	469	55	2641
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	147	195	55	55	114	177	212	938	179	45	469	55	2641

#40 SR-16 / Stone House	0	0	0	129	0	36	85	1205	0	0	710	81	2246
Base	0	0	0	129	0	36	85	1205	0	0	710	81	2246
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	129	0	36	85	1205	0	0	710	81	2246

#41 SR-16 / Latrobe (SAC)	9	0	4	9	0	47	60	1329	22	4	780	15	2279
Base	9	0	4	9	0	47	60	1329	22	4	780	15	2279
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	0	4	9	0	47	60	1329	22	4	780	15	2279

#42 SR-16 / Dillard	104	0	145	0	0	0	0	1271	284	89	742	0	2635
Base	104	0	145	0	0	0	0	1271	284	89	742	0	2635
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	104	0	145	0	0	0	0	1271	284	89	742	0	2635

#43 SR-16 / Sloughhouse	6	0	81	0	0	0	0	1479	12	44	784	0	2416
Base	6	0	81	0	0	0	0	1479	12	44	784	0	2416
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	0	81	0	0	0	0	1479	12	44	784	0	2416

#44 SR-16 / Grant Line	615	78	178	887	149	214	1406	64	84	618	103	4396
Base	615	78	178	887	149	214	1406	64	84	618	103	4396
Added	0	0	0	0	0	0	0	0	0	0	0	0
Total	615	78	178	887	149	214	1406	64	84	618	103	4396

#45 SR-16 / Sunrise	10	769	134	441	1442	276	193	1162	51	65	558	203	5304
Base	10	769	134	441	1442	276	193	1162	51	65	558	203	5304
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	769	134	441	1442	276	193	1162	51	65	558	203	5304

Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour  
 Impact Analysis Report  
 Level Of Service

Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

Intersection	Base		Future		Change
	Del./ LOS Veh	V/ C	Del./ LOS Veh	V/ C	
# 7 SR-49 / Main-Fiddletown	C 23.4	0.757	C 26.7	0.803	+ 3.357 D/V
# 9 SR-49 / Empire	B 13.0	0.595	B 16.8	0.645	+ 3.765 D/V
# 10 SR-49 / SR-16	C 26.4	0.873	C 28.9	0.890	+ 2.499 D/V
# 23 SR-16 / SR-124	B 11.8	0.647	B 17.2	0.760	+ 5.419 D/V
# 24 SR-16 / Latrobe (Amador)	B 11.6	0.555	B 11.9	0.612	+ 0.310 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	C 21.7	0.716	C 28.6	0.836	+ 6.937 D/V
# 26 SR-104 (Main) / SR-124 (Church)	B 10.3	0.759	B 18.1	0.885	+ 7.798 D/V

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Right	Left	Right	Left	Right	Left	Right					
<b>#46 SR-16 / Excelsior</b>													
Base	43	103	137	22	312	173	195	1291	268	135	698	41	3418
Added	0	0	2	1	0	0	0	45	0	2	49	1	100
Total	43	103	139	23	312	173	195	1336	268	137	747	42	3518
<b>#47 SR-16 / Bradshaw</b>													
Base	135	931	94	458	1453	672	425	1152	169	121	639	213	6462
Added	0	0	2	6	0	0	0	37	0	2	40	6	93
Total	135	931	96	464	1453	672	425	1189	169	123	679	219	6555
<b>#101 SR-49 / Project Access</b>													
Base	0	877	0	0	619	0	0	0	0	0	0	0	1496
Added	0	0	95	64	0	0	0	0	0	103	0	69	331
Total	0	877	95	64	619	0	0	0	0	103	0	69	1827
<b>#174 SR-49 / Project Service Access</b>													
Base	0	877	0	0	619	0	0	0	0	0	0	0	1496
Added	0	95	63	0	103	0	0	0	0	68	0	0	329
Total	0	972	63	0	722	0	0	0	0	68	0	0	1825
<b>#176 Internal Project Intersection</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	63	0	0	0	0	159	0	68	172	0	462
Total	0	0	63	0	0	0	0	159	0	68	172	0	462

Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

Signal Warrant Summary Report  
 Base Met  
 (Del / Vol)

Future Met  
 (Del / Vol)

Intersection

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.803  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.7  
 Optimal Cycle: 59 Level Of Service: C

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

Volume Module:  
 Base Vol.: 72 219 349 22 154 27 20 94 66 164 80 19  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 72 219 349 22 154 27 20 94 66 164 80 19  
 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 0  
 Initial Fut.: 81 268 350 22 199 27 20 94 74 165 80 19  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PHF Volume: 85 281 366 23 208 28 21 98 77 173 84 20  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 85 281 366 23 208 28 21 98 77 173 84 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.: 85 281 366 23 208 28 21 98 77 173 84 20

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.85 0.85 0.88 0.91 0.91 0.95 0.93 0.93 0.95 0.97 0.97  
 Lanes: 1.00 0.43 0.57 1.00 0.88 0.12 1.00 0.56 0.44 1.00 0.81 0.19  
 Final Sat.: 1671 698 912 1671 1521 206 1805 993 782 1805 1491 354

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.40 0.40 0.01 0.14 0.14 0.01 0.10 0.10 0.10 0.06 0.06  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.15 0.45 0.45 0.06 0.36 0.36 0.07 0.14 0.14 0.11 0.17 0.17  
 Volume/Cap: 0.33 0.89 0.89 0.23 0.38 0.38 0.16 0.71 0.71 0.89 0.32 0.32  
 Delay/Veh: 19.6 25.4 25.4 23.6 12.3 12.3 22.2 29.6 29.6 57.6 18.7 18.7  
 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: 19.6 25.4 25.4 23.6 12.3 12.3 22.2 29.6 29.6 57.6 18.7 18.7  
 HCM2KAVG: 2 13 13 1 3 3 0 4 4 6 2 2

Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

Signal Warrant Summary Report  
 Base Met  
 (Del / Vol)

Future Met  
 (Del / Vol)

Intersection

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.803  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 26.7  
 Optimal Cycle: 59 Level Of Service: C

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

Volume Module:  
 Base Vol.: 72 219 349 22 154 27 20 94 66 164 80 19  
 Growth Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 72 219 349 22 154 27 20 94 66 164 80 19  
 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 0  
 Initial Fut.: 81 268 350 22 199 27 20 94 74 165 80 19  
 User Adj.: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj.: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PHF Volume: 85 281 366 23 208 28 21 98 77 173 84 20  
 Reduct Vol.: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol.: 85 281 366 23 208 28 21 98 77 173 84 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.: 85 281 366 23 208 28 21 98 77 173 84 20

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.85 0.85 0.88 0.91 0.91 0.95 0.93 0.93 0.95 0.97 0.97  
 Lanes: 1.00 0.43 0.57 1.00 0.88 0.12 1.00 0.56 0.44 1.00 0.81 0.19  
 Final Sat.: 1671 698 912 1671 1521 206 1805 993 782 1805 1491 354

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.40 0.40 0.01 0.14 0.14 0.01 0.10 0.10 0.10 0.06 0.06  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.15 0.45 0.45 0.06 0.36 0.36 0.07 0.14 0.14 0.11 0.17 0.17  
 Volume/Cap: 0.33 0.89 0.89 0.23 0.38 0.38 0.16 0.71 0.71 0.89 0.32 0.32  
 Delay/Veh: 19.6 25.4 25.4 23.6 12.3 12.3 22.2 29.6 29.6 57.6 18.7 18.7  
 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: 19.6 25.4 25.4 23.6 12.3 12.3 22.2 29.6 29.6 57.6 18.7 18.7  
 HCM2KAVG: 2 13 13 1 3 3 0 4 4 6 2 2



Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection # SR-49 / Empire  
 Cycle (sec): 35 Critical Vol./Cap. (X): 0.645  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 16.8  
 Optimal Cycle: 36 Level of Service: B  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Permitted Permitted  
 Rights: 3 Include 3 Include 3 Include 5 Include 5 Include  
 Min. Green: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0  
 \*\*\*\*\*  
 Volume Module:  
 Base Vol: 172 697 8 5 480 9 14 2 137 2 9 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 172 697 8 5 480 9 14 2 137 2 9 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: 179 759 8 5 537 9 14 2 143 2 9 3  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 190 807 9 5 571 10 15 2 152 2 10 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  
 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: 190 807 9 5 571 10 15 2 152 2 10 3  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.93 0.93 0.88 0.92 0.92 0.75 0.75 0.85 0.92 0.92 0.92  
 Lanes: 1.00 0.99 0.01 1.00 0.98 0.02 0.87 0.13 1.00 0.14 0.65 0.21  
 Final Sat.: 1671 1739 18 1671 1727 29 1250 179 1635 251 1129 376  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.46 0.46 0.00 0.33 0.33 0.01 0.01 0.09 0.01 0.01 0.01  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.15 0.51 0.51 0.09 0.45 0.45 0.14 0.14 0.30 0.14 0.14 0.14  
 Volume/Cap: 0.74 0.90 0.90 0.04 0.74 0.74 0.08 0.08 0.32 0.06 0.06 0.06  
 Delay/Veh: 25.0 19.8 19.8 14.8 11.8 11.8 13.2 13.2 9.9 13.1 13.1 13.1  
 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: 25.0 19.8 19.8 14.8 11.8 11.8 13.2 13.2 9.9 13.1 13.1 13.1  
 HCM2kAvg: 4 13 13 0 7 7 0 0 2 0 0 0  
 \*\*\*\*\*

Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection # SR-49 / SR-16  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.890  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 28.9  
 Optimal Cycle: 76 Level of Service: C  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Protected Protected  
 Rights: 5 Ignore 5 Include 5 Include 7 Include 7 Include  
 Min. Green: 1 0 0 0 1 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: 307 0 133 0 0 0 0 0 484 526 230 335 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 307 0 133 0 0 0 0 0 484 526 230 335 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: 307 0 144 0 0 0 0 0 631 526 242 494 0  
 User Adj: 1.00 1.00 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 0.00 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 318 0 0 0 0 0 0 0 654 545 251 512 0  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 318 0 0 0 0 0 0 0 654 545 251 512 0  
 \*\*\*\*\*  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.71 1.00 1.00 1.00 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 0.00 1.00 1.00 1.00 0.00  
 Final Sat.: 1353 0 1900 0 0 0 0 0 1759 1495 1671 1759 0  
 \*\*\*\*\*  
 Capacity Analysis Module:  
 Vol/Sat: 0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.36 0.15 0.29 0.00  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.42 0.17 0.59 0.00  
 Volume/Cap: 0.89 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.89 0.87 0.89 0.50 0.00  
 Delay/Veh: 44.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 29.2 28.9 51.9 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 1.00 1.00  
 AdjDel/Veh: 44.3 0.0 0.0 0.0 0.0 0.0 0.0 0.0 29.2 28.9 51.9 7.6 0.0  
 HCM2kAvg: 11 0 0 0 0 0 0 0 15 13 8 6 0  
 \*\*\*\*\*

Ione Casino  
Cumulative Plus Alternative D Friday - Mitigation  
PM Peak Hour

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.760  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 17.2  
Optimal Cycle: 49 Level Of Service: B

Approach: North Bound East Bound West Bound  
Movement: L-T-R L-T-R L-T-R L-T-R  
Control: Permitted Include Protected Protected  
Rights: Ovl  
Min. Green: 5 0 0 5 0 0 0 0 0 0 7 7 3 7 0  
Lanes: 1 0 0 0 1 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:  
Base Vol: 14 0 202 0 0 0 808 27 75 567 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 14 0 202 0 0 0 808 27 75 567 0  
Added Vol: 0 0 68 0 0 0 0 79 0 74 85 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 14 0 270 0 0 0 887 27 149 652 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 14 0 279 0 0 0 916 28 154 674 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 1.00  
Final Vol.: 14 0 279 0 0 0 916 28 154 674 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.76 1.00 0.81 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 1.00  
Final Sat.: 1447 0 1537 0 0 0 1759 1495 1671 1759 0  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.18 0.00 0.00 0.00 0.52 0.02 0.09 0.38 0.00  
Crit Moves: \*\*\*\*

Green/Cycle: 0.10 0.00 0.21 0.00 0.00 0.00 0.61 0.61 0.11 0.72 0.00  
Volume/Cap: 0.10 0.00 0.87 0.00 0.00 0.00 0.85 0.03 0.85 0.53 0.00  
Delay/Veh: 20.8 0.0 41.1 0.0 0.0 0.0 14.5 3.9 51.9 3.6 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: 20.8 0.0 41.1 0.0 0.0 0.0 14.5 3.9 51.9 3.6 0.0  
HCMKAVG: 0 0 8 0 0 0 15 0 5 5 0

Ione Casino  
Cumulative Plus Alternative D Friday - Mitigation  
PM Peak Hour

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

Cycle (sec): 60 Critical Vol./Cap. (X): 0.612  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 11.9  
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 Include Protected Protected  
Rights: Include Include  
Min. Green: 0 0 0 0 0 5 0 0 5 3 7 0 0 0 0 7 7  
Lanes: 0 0 0 0 0 0 0 1 0 0 1 0 1 0 0 0 1 0

Volume Module:  
Base Vol: 0 0 0 197 0 8 6 616 0 0 398 133  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 197 0 8 6 616 0 0 398 133  
Added Vol: 0 0 0 0 0 0 0 0 79 0 85 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 0 197 0 8 6 695 0 0 483 133  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 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 0 206 0 8 6 726 0 0 505 139  
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  
MLF Adj: 1.00 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 0 206 0 8 6 726 0 0 505 139

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 1.00 1.00 0.72 1.00 0.72 0.92 0.97 1.00 1.00 0.94  
Lanes: 0.00 0.00 0.00 0.96 0.00 0.04 1.00 1.00 0.00 0.00 0.78 0.22  
Final Sat.: 0 0 0 1312 0 53 1753 1845 0 0 1405 387  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.16 0.00 0.39 0.00 0.00 0.36 0.36  
Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.24 0.00 0.24 0.05 0.61 0.00 0.00 0.56  
Volume/Cap: 0.00 0.00 0.00 0.65 0.00 0.65 0.07 0.65 0.00 0.00 0.65 0.65  
Delay/Veh: 0.0 0.0 0.0 24.7 0.0 24.7 27.5 9.0 0.0 0.0 10.7 10.7  
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 0.0 24.7 0.0 24.7 27.5 9.0 0.0 0.0 10.7 10.7  
HCMKAVG: 0 0 0 6 0 6 0 10 0 0 9 9

Ione Casino  
 Cumulative Plus Alternative D 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)

Intersection #25 SR-104 (Preston) / SR-124 (North)  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.836  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 28.6  
 Optimal Cycle: 63 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 3 7 7 3 7 7 7 7 7 7 7 7 7 7 7 7  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 0 1 0 0 1 0 0 1 0

Volume Module:  
 Base Vol: 160 288 205 51 313 47 36 28 115 152 25 33  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 160 288 205 51 313 47 36 28 115 152 25 33  
 Added Vol: 0 0 66 2 0 0 0 0 0 0 72 0 2  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 160 288 271 53 313 47 36 28 115 152 25 35  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
 PHF Volume: 169 304 286 56 310 50 38 30 121 236 26 37  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 169 304 286 56 310 50 38 30 121 236 26 37  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 169 304 286 56 330 50 38 30 121 236 26 37

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.90 0.87 0.87 0.90 0.92 0.92 0.90 0.90 0.90 0.90 0.87 0.87  
 Lanes: 1.00 0.52 0.48 1.00 0.87 0.13 0.20 0.16 0.64 1.00 0.42 0.58  
 Final Sat: 1702 856 805 1702 1527 229 345 269 1103 1718 688 963

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.36 0.36 0.03 0.22 0.22 0.11 0.11 0.11 0.14 0.04 0.04  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.15 0.40 0.40 0.06 0.32 0.32 0.14 0.14 0.14 0.16 0.16 0.16  
 Volume/Cap: 0.68 0.88 0.88 0.55 0.68 0.68 0.79 0.79 0.79 0.88 0.25 0.25  
 Delay/Veh: 27.7 26.6 26.6 29.0 18.2 18.2 36.3 36.3 36.3 47.1 19.0 19.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 27.7 26.6 26.6 29.0 18.2 18.2 36.3 36.3 36.3 47.1 19.0 19.0  
 HCM2kAVG: 4 12 12 2 7 7 5 5 5 7 1 1

Ione Casino  
 Cumulative Plus Alternative D 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)

Intersection #26 SR-104 (Main) / SR-124 (Church)  
 Cycle (sec): 30 Critical Vol./Cap. (X): 0.885  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 18.1  
 Optimal Cycle: 49 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5  
 Lanes: 1 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0

Volume Module:  
 Base Vol: 242 10 18 3 11 24 51 285 295 5 212 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 242 10 18 3 11 24 51 285 295 5 212 5  
 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: 307 10 18 3 11 24 51 286 366 5 213 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 326 11 19 3 12 25 54 303 388 5 226 5  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 326 11 19 3 12 25 54 303 388 5 226 5  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 326 11 19 3 12 25 54 303 388 5 226 5

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.70 0.86 0.86 0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.93 0.93  
 Lanes: 1.00 0.36 0.64 0.08 0.29 0.63 0.07 0.41 0.52 0.02 0.96 0.02  
 Final Sat: 1329 584 1051 128 470 1025 117 655 838 39 1681 39

Capacity Analysis Module:  
 Vol/Sat: 0.24 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.02 0.13 0.13  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.28 0.28 0.28 0.28 0.28 0.28 0.28 0.28 0.28 0.28 0.52 0.52  
 Volume/Cap: 0.89 0.07 0.07 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.26 0.26  
 Delay/Veh: 32.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 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: 32.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 8.1 4.1 4.1  
 HCM2kAVG: 8 0 0 0 0 0 0 0 0 0 11 11

Ione Casino  
 Cumulative Plus Alternative D 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): 40 Critical Vol./Cap. (X): 0.784  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 13.0  
 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: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 5 5  
 Lanes: 1 0 1 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0  
 Volume Module:  
 Base Vol: 242 10 18 3 11 24 51 285 295 5 212 5  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 242 10 18 3 11 24 51 285 295 5 212 5  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 307 10 18 3 11 24 51 286 366 5 213 5  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 307 10 18 3 11 24 51 286 366 5 213 5  
 Reduct 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 307 10 18 3 11 24 51 286 366 5 213 5  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.70 0.86 0.86 0.86 0.86 0.86 0.85 0.85 0.85 0.85 0.93 0.93  
 Lanes: 1.00 0.36 0.64 0.08 0.25 0.63 0.07 0.41 0.52 0.92 0.96 0.92  
 Final Sat.: 1333 584 1051 129 472 1030 117 656 840 40 1686 40  
 Capacity Analysis Module:  
 Vol/Sat: 0.23 0.02 0.02 0.02 0.02 0.02 0.44 0.44 0.44 0.13 0.13 0.13  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.29 0.29 0.29 0.29 0.29 0.29 0.56 0.56 0.56 0.56 0.56 0.56  
 Volume/Cap: 0.78 0.06 0.06 0.08 0.08 0.08 0.78 0.78 0.78 0.23 0.23 0.23  
 Delay/Veh: 22.9 10.2 10.2 10.3 10.3 10.3 11.5 11.5 11.5 4.6 4.6 4.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 22.9 10.2 10.2 10.3 10.3 10.3 11.5 11.5 11.5 4.6 4.6 4.6  
 HCM2KAVG: 7 0 0 0 0 0 10 10 10 2 2 2  
 \*\*\*\*\*

Ione Casino  
 Cumulative Plus Alternative D 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): 55 Critical Vol./Cap. (X): 0.858  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 18.5  
 Optimal Cycle:OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 5 0 5 3 7 0 0 0 0 0 0 0 0 0 0 7  
 Lanes: 0 0 0 0 0 1 0 0 1 1 0 1 0 0 0 0 0 0 0 1 0  
 Volume Module:  
 Base Vol: 0 0 0 0 107 0 564 645 614 0 0 347 81  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 0 107 0 564 645 614 0 0 347 81  
 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 0 107 0 620 697 614 0 0 347 81  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 107 0 620 697 614 0 0 347 81  
 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.: 0 0 0 0 107 0 620 697 614 0 0 347 81  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 1.00 1.00 0.74 1.00 0.79 0.91 0.96 1.00 1.00 0.94 0.94  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 1.00 0.00 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 0.08 0.00 0.41 0.40 0.34 0.00 0.00 0.24 0.24 0.24  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.00 0.00 0.00 0.09 0.00 0.56 0.47 0.75 0.00 0.00 0.28 0.28 0.28  
 Volume/Cap: 0.00 0.00 0.00 0.82 0.00 0.74 0.86 0.45 0.00 0.00 0.86 0.86 0.86  
 Delay/Veh: 0.0 0.0 0.0 56.0 0.0 12.9 22.4 2.9 0.0 0.0 33.0 33.0 33.0  
 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 0.0 0.0 56.0 0.0 12.9 22.4 2.9 0.0 0.0 33.0 33.0 33.0  
 HCM2KAVG: 0 0 0 5 0 10 15 4 0 0 10 10 10  
 \*\*\*\*\*

Ione Casino  
Cumulative Plus Alternative D Friday - Mitigation  
PM Peak Hour

Ione Casino  
Cumulative Plus Alternative D Friday - Mitigation  
PM Peak Hour

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #36 SR-49 / Pleasant Valley  
 \*\*\*\*\*  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.924  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 32.2  
 Optimal Cycle:OPTIMIZED Level of Service: C  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include Include  
 Min. Green: 5 0 0 5 0  
 Lanes: 1 0 0 0 1 0  
 Volume Module:  
 Base Vol: 155 0 250 0 0 0 0 0 0 604 281 325 380 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 155 0 250 0 0 0 0 0 0 604 281 325 380 0  
 Added Vol: 10 0 38 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 165 0 288 0 0 0 0 0 0 604 290 361 380 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 165 0 288 0 0 0 0 0 0 604 290 361 380 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 165 0 288 0 0 0 0 0 0 604 290 361 380 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 165 0 288 0 0 0 0 0 0 604 290 361 380 0  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 1.00 1.00 0.79 1.00 1.00 1.00 1.00 1.00 0.96 0.96 0.95 1.00 1.00  
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.68 0.32 1.00 1.00 0.00  
 Final Sat.: 1366 0 1510 0 0 0 0 0 0 1227 589 1805 1900 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.12 0.00 0.19 0.00 0.00 0.00 0.00 0.00 0.49 0.20 0.20 0.20 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.13 0.00 0.35 0.00 0.00 0.00 0.00 0.00 0.53 0.53 0.22 0.75 0.00  
 Volume/Cap: 0.92 0.00 0.55 0.00 0.00 0.00 0.00 0.00 0.92 0.92 0.92 0.27 0.00  
 Delay/Veh: 78.1 0.0 21.0 0.0 0.0 0.0 0.0 0.0 30.2 30.2 56.1 3.0 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 78.1 0.0 21.0 0.0 0.0 0.0 0.0 0.0 30.2 30.2 56.1 3.0 0.0  
 HCM2KAVG: 9 0 6 0 0 0 0 0 24 24 13 3 0  
 \*\*\*\*\*

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #30 SR-88 / SR-12 (South)  
 \*\*\*\*\*  
 Cycle (sec): 105 Critical Vol./Cap. (X): 0.749  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 23.2  
 Optimal Cycle:OPTIMIZED Level of Service: C  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected 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  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 32 895 2 3 518 262 276 1 20 2 3 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 32 895 2 3 518 262 276 1 20 2 3 2  
 Added Vol: 0 35 0 0 37 15 14 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 32 930 2 3 555 277 290 1 20 2 3 2  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 32 930 2 3 555 277 290 1 20 2 3 2  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 32 930 2 3 555 277 290 1 20 2 3 2  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 32 930 2 3 555 277 290 1 20 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 0.80 0.90 0.94 0.80 0.91 0.82 0.82 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 0.28 0.43 0.29  
 Final Sat.: 1805 1896 4 1702 1792 1523 1736 75 1492 495 742 495  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.49 0.49 0.00 0.31 0.18 0.17 0.01 0.01 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.03 0.59 0.59 0.03 0.59 0.79 0.20 0.20 0.20 0.07 0.07 0.07  
 Volume/Cap: 0.82 0.83 0.83 0.06 0.53 0.23 0.83 0.07 0.07 0.06 0.06 0.06  
 Delay/Veh: 71.4 22.8 22.8 50.2 13.3 2.9 55.8 34.1 34.1 46.1 46.1 46.1  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 71.4 22.8 22.8 50.2 13.3 2.9 55.8 34.1 34.1 46.1 46.1 46.1  
 HCM2KAVG: 2 26 26 0 11 2 12 1 1 0 0 0  
 \*\*\*\*\*

Ione Casino  
Cumulative Plus Alternative D Friday - Mitigation  
PM Peak Hour

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

Intersection #40 SR-16 / Stone House

Cycle (sec): 90 Critical Vol./Cap. (X): 0.871  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 15.7

Optimal Cycle: OPTIMIZED Level Of Service: B

Approach: North Bound South Bound East Bound West Bound

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

Control: Permitted Protected Include

Rights: Permitted Protected Include

Min. Green: 0 0 0 0 5 0 5 3 7 0 0 0 0 0 1 0 7

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

Volume Module:

Base Vol: 0 0 0 129 0 36 85 1205 0 0 710 81  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 129 0 36 85 1205 0 0 710 81  
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 0 129 0 36 85 1283 0 0 794 81

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

PHF Volume: 0 0 0 129 0 36 85 1283 0 0 794 81  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

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

Final Vol.: 0 0 0 129 0 36 85 1283 0 0 794 81

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 1.00 1.00 0.77 1.00 0.85 0.92 0.97 1.00 1.00 0.96 0.96

Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 1.00 0.00 0.00 0.91 0.09  
Final Sat.: 0 0 0 1461 0 1615 1753 1845 0 0 1652 169

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.02 0.05 0.70 0.00 0.00 0.48 0.48  
Green/Cycle: 0.00 0.00 0.00 0.10 0.00 0.17 0.07 0.80 0.00 0.00 0.73 0.73

Volume/Cap: 0.00 0.00 0.00 0.87 0.00 0.13 0.66 0.87 0.00 0.00 0.66 0.66  
Delay/Veh: 0.0 0.0 0.0 78.8 0.0 31.6 52.8 11.9 0.0 0.0 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 0.0 78.8 0.0 31.6 52.8 11.9 0.0 0.0 7.8 7.8  
HCM2kAVG: 0 0 0 7 0 1 4 27 0 0 13 13

Ione Casino  
Cumulative Plus Alternative D Friday - Mitigation  
PM Peak Hour

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

Intersection #41 SR-16 / Latrobe (Sac)

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F(244.1)

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 Include

Rights: Stop Sign Uncontrolled Include

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

Volume Module:

Base Vol: 9 0 4 9 0 47 60 1329 22 4 780 15  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 9 0 4 9 0 47 60 1329 22 4 780 15  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 9 0 4 9 0 47 60 1407 22 4 864 15

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

PHF Volume: 9 0 4 9 0 47 60 1407 22 4 864 15  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Final Vol.: 9 0 4 9 0 47 60 1407 22 4 864 15

Critical Gap Module:

Critical Gap: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx  
FollowUpTim: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Conflict Vol: 2441 xxxxx 1418 2420 xxxxx 872 879 xxxxx xxxxx 1429 xxxxx xxxxx  
Potential Cap: 22 xxxxx 170 23 xxxxx 353 764 xxxxx xxxxx 473 xxxxx xxxxx

Move Cap.: 18 xxxxx 170 21 xxxxx 353 764 xxxxx xxxxx 473 xxxxx xxxxx  
Volume/Cap: 0.51 xxxxx 0.02 0.44 xxxxx 0.13 0.08 xxxxx xxxxx 0.01 xxxxx xxxxx

Level Of Service Module:

Queue: xxxxxx xxxxx 0.1 xxxxxx xxxxx 0.5 0.3 xxxxx xxxxx 0.0 xxxxx xxxxx  
Stopped Del: xxxxxx xxxxx 26.7 xxxxxx xxxxx 16.8 10.1 xxxxx xxxxx 12.7 xxxxx xxxxx

LOS By Move: \* \* \* \* D \* \* \* \* C \* \* \* \* B \* \* \* \*  
Movement: LT - LTR - RT LF - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: 18 xxxxx xxxxxx 21 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shared Queue: 1.4 xxxxx xxxxxx 1.2 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Shrd StpDel: 1340.6 xxxxx xxxxxx 276.8 xxxxx xxxxxx xxxxx xxxxx xxxxx xxxxx  
Shared LOS: F \* \* \* \* F \* \* \* \* F \* \* \* \* F \* \* \* \*

ApproachDel: 244.1 F \* \* \* \* F \* \* \* \* F \* \* \* \* F \* \* \* \*  
ApproachLOS: F \* \* \* \* F \* \* \* \* F \* \* \* \* F \* \* \* \*

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

```

*****
Intersection #42 SR-16 / Dillard
Cycle (sec): 85
Level Of Service: F
Average Delay (sec/veh): 103.6
Level Of Service: F
Optimal Cycle: OPTIMIZED
Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Lanes: 5 0 0 5 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 104 0 145 0 0 0 0 0 1271 284 89 742 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0
Initial Bse: 104 0 145 0 0 0 0 0 1271 284 89 742 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 104 0 145 0 0 0 0 0 1348 284 90 825 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 0
PHF Volume: 104 0 145 0 0 0 0 0 1348 284 90 825 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 104 0 145 0 0 0 0 0 1348 284 90 825 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0
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 0
Final Vol: 104 0 146 0 0 0 0 0 1348 284 90 825 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 0
Adj: 0.79 1.00 0.79 1.00 1.00 1.00 0.95 0.95 1.00 1.00 1.00 1.00 0
Lanes: 0.42 0.00 0.58 0.00 0.00 0.00 0.17 1.00 1.00 1.00 1.00 1.00 0
Final Sat: 624 0 876 0 0 0 0 0 1489 314 1753 1845 0

Capacity Analysis Module:
Vol/Sat: 0.17 0.00 0.17 0.00 0.00 0.00 0.00 0.91 0.91 0.05 0.45 0.00
Crite Moves: ****
Green/Cycle: 0.13 0.00 0.13 0.00 0.00 0.00 0.00 0.72 0.72 0.04 0.76 0.00
Volume/Cap: 1.26 0.00 1.26 0.00 0.00 0.00 0.00 1.26 1.26 1.26 0.59 0.00
Delay/Veh: 186.5 0.0 186.5 0.0 0.0 0.0 0.0 134 133.7 230.9 5.0 0.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0
AdjDel/Veh: 186.5 0.0 186.5 0.0 0.0 0.0 0.0 134 133.7 230.9 5.0 0.0
HCMZkayg: 18 0 18 0 0 0 0 85 85 7 10 0 0
*****

```

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

```

*****
Intersection #43 SR-16 / Sloughhouse
Level Of Service: F [ 68.7 ]
Average Delay (sec/veh): 2.6
Level Of Service: F [ 68.7 ]
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 6 0 81 0 0 0 0 0 1479 12 44 794 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0
Initial Bse: 6 0 81 0 0 0 0 0 1479 12 44 794 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 0 81 0 0 0 0 0 1556 12 44 877 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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 0
PHF Volume: 6 0 81 0 0 0 0 0 1556 12 44 877 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 6 0 81 0 0 0 0 0 1556 12 44 877 0

Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx 4.1 xxx xxxxx
FollowUpPrim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxx xxxxx

Capacity Module:
GnticT Vol: 2527 xxxxx 1562 xxxxx xxxxx xxxxx xxxxx 1568 xxx xxxxx
Potent Cap: 31 xxxxx 139 xxxxx xxxxx xxxxx xxxxx 418 xxx xxxxx
Move Cap: 28 xxxxx 139 xxxxx xxxxx xxxxx xxxxx 418 xxx xxxxx
Volume/Cap: 0.21 xxxxx 0.58 xxxxx xxxxx xxxxx xxxxx 0.11 xxx xxxxx

Level Of Service Module:
Queue: 0.7 xxxxx 3.0 xxxxx xxxxx xxxxx xxxxx 0.4 xxx xxxxx
Stopped Del: 152.7 xxxxx 61.7 xxxxx xxxxx xxxxx xxxxx 14.6 xxx xxxxx
LOS by Move: F * F * * * * * * * * * * * * * * * * * * * *
Movement: LT - LTR - RT * F * * * * * * * * * * * * * * * * *
Shared Cap: xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd Stoppel: xxxxx xxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Approach LOS: * 68.7 * * * * * * * * * * * * * * * * * * * *
ApproachDel: * * * * * * * * * * * * * * * * * * * * * * * *
ApproachLOS: F * * * * * * * * * * * * * * * * * * * * * * *

```

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

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

Intersection #44 SR-16 / Grant Line  
Cycle (sec): 140  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 2.102  
Optimal Cycle: OPTIMIZED 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  
Min. Green: 7 7 7 7 3 7 7 7  
Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:  
Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 0 615 78 178 887 149 214 1406 64 84 618 103  
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: 0 615 86 178 887 149 214 1475 64 92 693 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHE Volume: 0 615 86 178 887 149 214 1475 64 92 693 103  
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 615 86 178 887 149 214 1475 64 92 693 103  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 0 615 86 178 887 149 214 1475 64 92 693 103

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 0.98 0.98 0.98 0.98 0.92 0.97 0.97 0.92 0.95 0.95  
Lanes: 0.00 0.88 0.12 0.15 0.73 0.12 1.00 0.96 0.04 1.00 0.87 0.13  
Final Sat: 0 1639 229 272 1355 228 1753 1758 76 1753 1576 234

Capacity Analysis Module:  
Vol/Sat: 0.00 0.38 0.38 0.65 0.65 0.65 0.12 0.84 0.84 0.05 0.44 0.44  
Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.18 0.18 0.31 0.31 0.31 0.09 0.40 0.40 0.02 0.33 0.33  
Volume/Cap: 0.00 2.10 2.10 2.10 2.10 2.10 1.32 2.10 2.10 2.10 1.32 1.32  
Delay/Veh: 0.0 563 563.4 549.9 550 549.9 245.9 542 542.5 632.9 204 204.1  
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  
Adj/Del/Veh: 0.0 563 563.4 549.9 550 549.9 245.9 542 542.5 632.9 204 204.1  
HCM2KRV9: 0 75 75 130 130 130 19 163 163 12 59 59

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

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

Intersection #45 SR-16 / Sunrise  
Cycle (sec): 105  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 1.671  
Optimal Cycle: OPTIMIZED Level of Service: F

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Include OVI OVI OVI  
Min. Green: 3 7 7 7 3 7 7 7  
Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:  
Base Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 10 769 134 441 1442 276 193 1162 51 65 558 203  
Added Vol: 0 0 0 4 18 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Pct: 10 769 138 459 1442 276 193 1210 51 69 610 222  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHE Volume: 10 769 138 459 1442 276 193 1210 51 69 610 222  
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 769 138 459 1442 276 193 1210 51 69 610 222  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 10 769 138 459 1442 276 193 1210 51 69 610 222

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.98 0.98 0.95 1.00 0.85 0.90 0.94 0.80 0.90 0.94 0.80  
Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat: 1805 1574 282 1805 1900 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:  
Vol/Sat: 0.01 0.49 0.49 0.25 0.76 0.17 0.11 0.68 0.03 0.04 0.34 0.15  
Crit Moves: \*\*\*\*

Green/Cycle: 0.03 0.31 0.31 0.16 0.44 0.54 0.10 0.39 0.42 0.03 0.31 0.47  
Volume/Cap: 0.19 1.59 1.59 1.59 1.73 0.31 1.08 1.73 0.08 1.42 1.08 0.31  
Delay/Veh: 51.7 310 310.5 325.8 363 13.4 138.6 367 18.4 325.5 98.7 17.3  
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Adj/Del/Veh: 51.7 310 310.5 325.8 363 13.4 138.6 367 18.4 325.5 98.7 17.3  
HCM2KRV9: 1 71 71 39 120 5 12 101 1 7 30 4



Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

```

*****
***** Level of Service Computation Report *****
***** 2000 HCM Unsignalized Method (Future Volume Alternative) *****
Intersection #46 SR-16 / Excelsior
Average Delay (sec/veh): OVERFLOW Most Case Level of Service: F [xxxxx]
Optimal Cycle: OPTIMIZED
Level of Service:
Approach: 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 1 0 0 1 0 1 0 1 0

Volume Module:
Base Vol: 43 103 137 22 312 173 195 1291 268 135 698 41
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bees: 43 103 137 22 312 173 195 1291 268 135 698 41
Added Vol: 0 0 2 1 0 0 0 45 0 0 49 1
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 43 103 139 23 312 173 195 1336 268 137 747 42
PHF Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 43 103 139 23 312 173 195 1336 268 137 747 42
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol: 43 103 139 23 312 173 195 1336 268 137 747 42

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

Capacity Module:
Capacity Vol: 3145 2923 1470 3023 3036 768 789 xxxxx 1604 xxxxx
Potential Cap: 7 16 158 8 13 405 813 xxxxx 397 xxxxx
Volume/Cap: xxxxxx13.33 0.88 xxxxxx47.91 0.43 0.24 xxxxx 0.35 xxxxx

Level of Service Module:
Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.9 xxxxx 1.5 xxxxx
Stopped Del: xxxxx xxxxx xxxxx xxxxx xxxxx 10.8 xxxxx 18.8 xxxxx
LOS by Move: * * * * *
Movement: LT - LTR - RT * LT - LTR - RT * B * C *
Shared Cap: xxxxx 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachLOS: F * * * * *
    
```

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Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

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*****
***** Level of Service Computation Report *****
***** 2000 HCM Operations Method (Future Volume Alternative) *****
Intersection #47 SR-16 / Bradshaw
Cycle Time (sec): 90 Critical Vol./Cap. (X): 1.479
Loss Time (sec): 13 (YAR = 4 sec) Average Delay (sec/veh): 184.5
Optimal Cycle: OPTIMIZED
Level of Service:
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include OVI Protected Protected OVI
Lanes: 3 0 1 1 0 1 3 0 2 0 1 1 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 135 931 94 458 1453 672 425 1152 169 121 639 213
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bees: 135 931 94 458 1453 672 425 1152 169 121 639 213
Added Vol: 0 0 2 6 0 0 0 37 0 2 40 6
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 135 931 96 464 1453 672 425 1189 169 123 679 219
PHF Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 135 931 96 464 1453 672 425 1189 169 123 679 219
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
MCP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 135 931 96 464 1453 672 425 1189 169 123 679 219

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 1.81 0.19 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat: 1805 3227 333 1805 3610 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:
Vol/Sat: 0.07 0.29 0.29 0.26 0.40 0.42 0.25 0.66 0.11 0.07 0.38 0.14
Cred Move: * * * * *
Green/Cycle: 0.06 0.20 0.20 0.17 0.31 0.51 0.20 0.45 0.51 0.05 0.30 0.47
Volume/Cap: 1.29 1.48 1.48 1.48 1.29 0.82 1.26 1.48 0.22 1.48 1.26 0.30
Delay/Veh: 228.4 259 259.3 269.0 170 25.0 176.2 247 12.5 311.7 164 14.8
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 228.4 259 259.3 269.0 170 25.0 176.2 247 12.5 311.7 164 14.8
HCMkAVG: 10 36 36 35 42 18 26 81 3 11 39 4
    
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Cum Plus Alt D Sat      Mon Jul 25, 2005 18:42:53      Page 1-1  
-----  
Cumulative Plus Project Alternative D - Saturday  
   Ione Casino  
   PM Peak Hour  
-----  
Scenario:      Cum Plus Alt D Sat  
Command:      Cum Plus Alt D Sat  
Volume:      Cum Plus Alt D Sat  
Geometry:      Cumulative  
Impact Fee:      Existing  
Trip Generation:      Cum Plus Alt D Sat  
Trip Distribution:      Default  
   2006 (Amador Bypass)  
Routes:      Existing  
Configuration:      Existing

Cum Plus Alt D Sat      Mon Jul 25, 2005 18:42:53      Page 2-1  
-----  
Cumulative Plus Project Alternative D - Saturday  
   Ione Casino  
   PM Peak Hour  
-----  
Forecast for Cum Plus Alt D Sat  
   Trip Generation Report  
-----  
Zone      Subzone      Amount      Units      Rate      Rate      Trips      Trips      Total      Total & OF  
   In      Out      In      Out      In      Out      Trips Total  
-----  
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

Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

-----  
Trip Distribution Report  
-----  
Percent Of Trips Default

Zone	1	2	3	4	5	6	7	8	9	10	11
1	16.1	9.4	4.3	0.8	3.5	0.5	0.7	1.3	2.4	3.5	0.3
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	To Gates						
1	0.1	0.8	1.4	1.6							

Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

-----  
Turning Movement Report  
-----  
Cum Plus Alt D Sat

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total									
#1 Latrobe / Old Sacramento	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume									
Base	0	0	0	0	0									
Added	0	23	0	0	23									
Total	0	23	0	0	23									
#2 Main / Sherwood	Base	0	0	0	0									
Added	4	0	0	0	4									
Total	4	0	0	0	4									
#3 Main / Empire	Base	0	0	0	0									
Added	3	0	0	0	3									
Total	3	0	0	0	3									
#4 Main / Poplar	Base	0	0	0	0									
Added	3	0	0	0	3									
Total	3	0	0	0	3									
#5 Main / Mill	Base	0	0	0	0									
Added	0	0	0	12	12									
Total	0	0	0	12	12									
#6 SR-49 / Miller May	Base	24	190	8	2	35	0	0	0	517				
Added	0	60	0	65	0	0	0	0	0	125				
Total	24	318	0	255	8	2	0	35	0	642				
#7 SR-49 / Main-Fiddletown	Base	59	200	175	19	175	23	27	58	45	242	122	22	1167
Added	11	60	1	0	65	0	0	0	12	1	1	0	0	150
Total	70	260	176	19	240	23	27	58	57	243	122	22	1317	
#8 SR-49 / Poplar	Base	41	447	0	0	476	6	8	0	53	0	0	0	1031
Added	3	73	0	0	79	0	0	0	4	0	0	0	0	159
Total	44	520	0	0	555	6	8	0	57	0	0	0	0	1190
#9 SR-49 / Empire	Base	81	452	5	2	524	16	28	0	265	5	3	0	1381
Added	8	76	0	0	83	0	0	0	9	0	0	0	0	176
Total	89	528	5	2	607	16	28	0	274	5	3	0	0	1557

Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right Volume
<b>#10 SR-49 / SR-16</b>					
Base	417	0	0	0	228
Added	0	0	0	0	259
Total	417	0	0	0	487
<b>#11 SR-49 / Main (Drytown)</b>					
Base	0	0	0	0	0
Added	16	0	15	0	31
Total	16	0	15	0	31
<b>#12 SR-49 / Water-Amador Creek</b>					
Base	0	0	0	0	0
Added	6	0	0	0	6
Total	6	0	0	0	6
<b>#13 SR-49 / Gopher Flat</b>					
Base	0	0	0	0	0
Added	5	0	0	0	5
Total	5	0	0	0	5
<b>#14 SR-49 / Eureka</b>					
Base	0	0	0	0	0
Added	5	0	5	0	10
Total	5	0	5	0	10
<b>#15 SR-49 / Church</b>					
Base	0	0	0	0	0
Added	5	0	5	0	10
Total	5	0	5	0	10
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>					
Base	0	0	0	0	0
Added	8	0	8	4	20
Total	8	0	8	4	20
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>					
Base	0	0	0	0	0
Added	8	0	7	0	15
Total	8	0	7	0	15
<b>#18 SR-49 / SR-88 (North)</b>					
Base	0	0	0	0	0
Added	0	0	7	0	7
Total	0	0	7	0	7

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Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right Volume
<b>#19 SR-49 / Sutcher</b>					
Base	0	0	0	0	0
Added	8	0	7	0	15
Total	8	0	7	0	15
<b>#20 SR-49 / Hoffman</b>					
Base	0	0	0	0	0
Added	7	0	7	0	14
Total	7	0	7	0	14
<b>#21 SR-49 / Main (Jackson)</b>					
Base	0	0	0	0	0
Added	7	0	1	0	8
Total	7	0	1	0	8
<b>#22 SR-49 / SR-88 (South)</b>					
Base	0	0	0	0	0
Added	6	0	5	0	11
Total	6	0	5	0	11
<b>#23 SR-16 / SR-124</b>					
Base	16	0	0	0	16
Added	0	98	0	0	98
Total	16	98	0	0	114
<b>#24 SR-16 / Latrobe (Amador)</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#25 SR-104 (Preston) / SR-124 (North)</b>					
Base	171	248	106	32	557
Added	0	95	3	0	98
Total	171	343	109	32	655
<b>#26 SR-104 (Main) / SR-124 (Church)</b>					
Base	133	10	18	3	164
Added	94	0	0	0	94
Total	227	10	18	3	258
<b>#27 SR-104 / SR-88</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0

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Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Volume	Northbound	Southbound	Eastbound	Westbound	Total
Type	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
<b>#28 SR-88 / SR-124</b>					
Base	0	0	193	129	482
Added	0	0	82	4	0
Total	0	0	275	218	486
<b>#29 SR-88 / SR-112 (North)</b>					
Base	0	0	573	561	394
Added	0	0	69	75	0
Total	0	0	642	636	394
<b>#30 SR-88 / SR-112 (South)</b>					
Base	26	673	1	536	295
Added	0	50	0	46	21
Total	26	723	1	582	316
<b>#31 SR-88 / Kettleman</b>					
Base	29	524	5	440	101
Added	0	43	0	40	6
Total	29	567	5	480	107
<b>#32 SR-12 / SR-99 SB Ramps</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#33 SR-12 / SR-99 NB Ramps</b>					
Base	0	0	0	0	0
Added	0	0	19	0	0
Total	0	0	19	0	19
<b>#34 Kettleman / SR-99 SB Ramps</b>					
Base	0	0	0	0	0
Added	0	0	5	0	11
Total	0	0	5	0	11
<b>#35 Kettleman / SR-99 NB Ramps</b>					
Base	0	0	0	0	0
Added	0	0	0	5	5
Total	0	0	0	5	5
<b>#36 SR-49 / Pleasant Valley</b>					
Base	203	0	273	0	0
Added	12	0	47	0	0
Total	215	0	320	0	0

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Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Volume	Northbound	Southbound	Eastbound	Westbound	Total
Type	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
<b>#37 SR-16 / Ione</b>					
Base	97	0	0	0	353
Added	0	0	0	0	113
Total	97	0	0	0	466
<b>#38 SR-16 / Murietta South Pkwy</b>					
Base	0	2	0	4	0
Added	0	0	0	0	0
Total	0	2	0	4	0
<b>#39 SR-16 / Murietta Pkwy</b>					
Base	134	169	65	43	162
Added	0	0	0	0	0
Total	134	169	65	43	162
<b>#40 SR-16 / Stone House</b>					
Base	0	0	0	125	0
Added	0	0	0	0	0
Total	0	0	0	125	0
<b>#41 SR-16 / Latrobe (Sac)</b>					
Base	13	0	2	0	24
Added	0	0	0	0	0
Total	13	0	2	0	24
<b>#42 SR-16 / Dillard</b>					
Base	137	0	87	0	0
Added	0	0	2	0	0
Total	137	0	89	0	0
<b>#43 SR-16 / Sloughhouse</b>					
Base	0	0	55	0	0
Added	0	0	0	0	0
Total	0	0	55	0	0
<b>#44 SR-16 / Grant Lane</b>					
Base	13	336	64	60	280
Added	0	0	11	0	0
Total	13	336	75	60	280
<b>#45 SR-16 / Sunrise</b>					
Base	15	459	78	337	588
Added	0	0	6	25	0
Total	15	459	84	362	588

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Ione Casino  
 Cumulative Plus Project Alternative D - Saturday  
 PM Peak Hour

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
#46 SR-16 / Excelstior					
Base	50	43	144	46	2068
Added	0	0	0	0	133
Total	50	43	144	46	2201
#47 SR-16 / Bradshaw					
Base	108	386	268	80	4097
Added	0	0	0	0	124
Total	108	386	268	80	4221
#101 SR-49 / Project Access					
Base	0	0	0	0	1332
Added	0	0	0	0	438
Total	0	0	0	0	1770
#174 SR-49 / Project Service Access					
Base	0	0	0	0	1332
Added	0	0	0	0	437
Total	0	0	0	0	1769
#176 Internal Project Intersection					
Base	0	0	0	0	0
Added	0	0	0	0	613
Total	0	0	0	0	613

Ione Casino  
 Cumulative Plus Project Alternative D - Saturday  
 PM Peak Hour

Node Intersection	Northbound	Southbound	Eastbound	Westbound	Total
6 SR-49 / Millie	24	0	8	2	35
7 SR-49 / Main-	59	19	23	27	122
8 SR-49 / Poplar	41	0	6	8	53
9 SR-49 / Empfir	81	5	2	265	3
10 SR-49 / SR-16	417	165	0	0	582
23 SR-16 / SR-12	16	0	0	0	16
24 SR-16 / Lacro	0	101	0	0	101
25 SR-104 (Prest)	171	248	106	32	557
26 SR-104 (Main)	133	10	18	3	164
28 SR-88 / SR-12	0	0	0	0	0
101 SR-49 / Proje	0	538	0	0	538
174 SR-49 / Proje	0	538	0	0	538

Ione Casino  
 Cumulative Plus Project Alternative D - Saturday  
 PM Peak Hour

Intersection Volume Report  
 Future Volume Alternative

Node Intersection	Northbound		Southbound		Eastbound		Westbound					
	L	T	L	T	L	T	L	T				
6 SR-49 / Miller	24	318	0	0	255	8	2	2	0	35	0	0
7 SR-49 / Main-	70	260	176	19	240	23	27	58	57	243	122	22
8 SR-49 / Poplar	44	520	0	0	555	6	8	0	57	0	0	0
9 SR-49 / Empire	89	528	5	2	607	16	28	0	274	5	3	0
10 SR-49 / SR-16	417	0	182	0	0	0	0	439	259	291	538	0
23 SR-16 / SR-12	16	0	184	0	0	0	0	514	25	189	785	0
24 SR-16 / Latro	0	0	0	101	0	6	6	442	0	0	588	179
25 SR-104 (Prest	171	248	201	35	226	22	28	33	100	203	76	32
26 SR-104 (Main)	227	10	18	3	5	13	5	252	318	23	307	2
28 SR-88 / SR-12	0	0	0	6	0	275	218	486	0	0	460	3
101 SR-49 / Proje	0	538	136	92	794	0	0	0	0	126	0	84
174 SR-49 / Proje	0	674	91	0	920	0	0	0	0	84	0	0

Ione Casino  
 Cumulative Plus Project Alternative D - Saturday  
 PM Peak Hour

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change
	Del/V	LOS	Del/V	LOS	
# 6 SR-49 / Miller Way	A 9.7	0.000	B 10.2	0.000	+ 0.513 D/V
# 7 SR-49 / Main-Fiddletown	F 172.2	0.000	F 154.2	0.000	+182.058 D/V
# 8 SR-49 / Poplar	B 13.6	0.000	C 15.2	0.000	+ 1.564 D/V
# 9 SR-49 / Empire	F 72.1	0.000	F 133.3	0.000	+61.275 D/V
# 10 SR-49 / SR-16	F 509.9	0.000	F OVRFL	0.000	+777.980 D/V
# 23 SR-16 / SR-124	B 14.9	0.000	C 19.9	0.000	+ 5.014 D/V
# 24 SR-16 / Latrobe (Amador)	D 25.1	0.000	B 39.7	0.000	+14.577 D/V
# 25 SR-104 (Preston) / SR-124 (Nor	F 392.4	0.000	F 947.1	0.000	+554.650 D/V
# 26 SR-104 (Main) / SR-124 (Church	D 33.1	0.000	F 108.2	0.000	+75.054 D/V
# 28 SR-88 / SR-124	C 15.4	0.000	C 18.6	0.000	+ 3.247 D/V
#101 SR-49 / Project Access	A 0.0	0.000	F 248.5	0.000	+248.470 D/V
#174 SR-49 / Project Service Access	A 0.0	0.000	F 198.2	0.000	+198.164 D/V

Ione Casino  
 Cumulative Plus Project Alternative D - Saturday  
 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	???	Yes
# 9 SR-49 / Empire	???	No
# 10 SR-49 / SR-16	???	No
# 23 SR-16 / SR-124	???	Yes
# 24 SR-16 / Latrobe (Amador)	???	No
# 25 SR-104 (Preston) / SR-124 (North)	???	Yes
# 26 SR-104 (Main) / SR-124 (Church)	???	Yes
# 28 SR-88 / SR-124	???	No
#101 SR-49 / Project Access	???	???
#174 SR-49 / Project Service Access	???	Yes

Ione Casino  
 Cumulative Plus Project Alternative D - 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 1 0 0 0 1 0 0 0 0 0 0  
 Final Vol: 26 343 0 0 275 9 2 0 38 0 0 0  
 Approach:1: xxxxxx xxxxxx 10.2 xxxxxx

Approach(ashbound) [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=40]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=693]  
 SUCCEEDED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.



Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Signal Warrant Report

Intersection #7 SR-49 / Main-Fiddletown

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 1 0 0 1	0 0 1 1 0 0
Final Vol.:	71 265 179	19 245 23	28 59 58	248 124 22
ApproachDel:	xxxxxx	xxxxxx	22.4	354.2

Approach(leastbound) [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=145]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1343]

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=38.8]

SUCCESS - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=394]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1343]

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

with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative D - 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 1 1 0 0	0 0 0 0 0
Final Vol.:	47 551 0	0 588 6	8 0 60	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	15.2	xxxxxx

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

Signal Warrant Rule #1: [vehicle-hours=0.3]

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

Signal Warrant Rule #2: [approach volume=69]

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

Signal Warrant Rule #3: [approach count=3] [total volume=1261]

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

with less than four approaches.

Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Signal Warrant Report

Intersection #9 SR-49 / Emplie  
 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 0 1 0 0 0  
 Final Vol.: 98 582 6 2 669 18 31 0 0 302 6 3 3 0  
 Approachdel: xxxxxx xxxxxx 133.3

Approach(leastbound) [lanes=2] (control=Stop)

Signal Warrant Rule #1: [vehicle-hours=2.8]

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

Signal Warrant Rule #2: [approach volume=33]

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

Signal Warrant Rule #3: [approach count=4] [total volume=173.7]

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=0.3]

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

Signal Warrant Rule #2: [approach volume=9]

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

Signal Warrant Rule #3: [approach count=4] [total volume=171.7]

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

with four or more approaches.

Cumulative Plus Project Alternative D - 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 1 0 1 1 0 1 0 0  
 Final Vol.: 429 0 187 0 0 0 0 0 452 267 300 554 0  
 Approachdel: 1287.9 xxxxxx xxxxxx

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

Signal Warrant Rule #1: [vehicle-hours=220.7]

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

Signal Warrant Rule #2: [approach volume=617]

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

Signal Warrant Rule #3: [approach count=3] [total volume=2189]

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

with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Signal Warrant Report

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*****
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.: 17 0 199 0 0 0 0 0 556 27 183 850
Approachdel: 19.9 xxxxxx xxxxxx
*****
Approach(northbound) {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=216}
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: {approach count=3} {total volume=1832}
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

```

Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Signal Warrant Report

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*****
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 11 0 0 0 1 0 0 0 0 0 1 0
Final Vol.: 0 0 0 0 107 0 6 467 0 622 189
Approachdel: xxxxxx 39.7 xxxxxx
*****
Approach(southbound) {lanes=1} {control=Stop}
Signal Warrant Rule #1: {vehicle-hours=1.2}
Fail - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: {approach volume=113}
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: {approach count=3} {total volume=1397}
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

```

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

Future Volume Alternative: Peak Hour Warrant Met	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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.:	190 276 224	39 252 24	31 37 111	226 85 36
ApproachDel:	xxxxxx	xxxxxx	59.7	947.1

Approach[eastbound] [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=3.0]  
Fail - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=179]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1531]  
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=91.1]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=346]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1531]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

Future Volume Alternative: Peak Hour Warrant Met	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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.:	249 11 20	3 5 14	5 276 349	25 337 2
ApproachDel:	108.2	14.6	xxxxxx	xxxxxx

Approach[northbound] [lanes=1] [control=Stop]  
Signal Warrant Rule #1: [vehicle-hours=8.4]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=280]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1297]  
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=23]  
Fail - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4] [total volume=1297]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative D - 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 0 1 0 0 0 0 0 1 0
Final Vol.: 0 0 0 0 6 0 0 294 233 520 0 0 492 3
ApproachDel: xxxxxx 18.6 xxxxxx xxxxxx
-----
Approach[southbound] [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=301]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1549]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

```

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Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

```

----- Signal Warrant Report -----
*****
Intersection #101 SR-49 / Project Access
Future Volume Alternative: Peak Hour Warrant Met
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1 0
Final Vol.: 0 593 150 101 875 0 0 0 0 139 0 93
ApproachDel: xxxxxx xxxxxx 248.5
-----
Approach[westbound] [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=16.0]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=232]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1951]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

```

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 1 0 0 0 1  
Final Vol.: 0 743 100 0 1014 0 0 0 0 93 0 0  
ApproachDel: xxxxxx xxxxxx xxxxxx 198.2  
Approach(westbound) [James=2] (control=Stop)  
Signal Warrant Rule #1: [vehicle-hours=5.1]  
SUCCEED - Vehicle-hours >= 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=1950]  
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 #6 SR-49 / Miller Way  
Average Delay [sec/veh]: 0.9 Worst Case Level Of Service: B [10.2]  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Rights: Include Include Include Include Include  
Lanes: 1 0 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0  
Volume Module:  
Base Vol: 24 258 0 0 190 8 2 0 35 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  
Initial Bse: 24 258 0 0 190 8 2 0 35 0 0 0  
Added Vol: 0 60 0 0 65 0 0 0 0 0 0 0  
PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 24 318 0 0 255 8 2 0 35 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: 26 343 0 0 275 9 2 0 38 0 0 0  
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 26 343 0 0 275 9 2 0 38 0 0 0  
Critical Gap Module:  
Critical Gap: 4.2 xxxxx xxxxx xxxxx 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx  
FollowupTrm: 2.3 xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx  
Capacity Module:  
Conflict Vol: 284 xxxxx xxxxx xxxxx xxxxx 675 xxxxx 280 xxxxx xxxxx xxxxx  
Potential Cap: 1245 xxxxx xxxxx xxxxx xxxxx 423 xxxxx 764 xxxxx xxxxx xxxxx  
Move Cap: 1245 xxxxx xxxxx xxxxx xxxxx 416 xxxxx 764 xxxxx xxxxx xxxxx  
Volume/Cap: 0.02 xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx 0.05 xxxxx xxxxx xxxxx  
Level Of Service Module:  
Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: 8.0 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 731 xxxxx xxxxx xxxxx xxxxx  
Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx  
Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx 10.2 xxxxx xxxxx xxxxx xxxxx  
Shared LOS: \* \* \* \* \* B \* \* \* \* \*  
ApproachDel: xxxxxx \* xxxxxx 10.2 \* xxxxxx \*  
ApproachLOS: \* \* \* \* \* B \* \* \* \* \*

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

Intersection #7 SR-49 / Main-Fiddletown  
 Average Delay (sec/Veh): 107.0 Worst Case Level Of Service: F [154.2]  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
 Base Vol: 59 200 175 19 175 23 27 58 45 242 122 22  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 59 200 175 19 175 23 27 58 45 242 122 22  
 Added Vol: 11 60 1 0 0 0 0 0 12 1 0 0  
 PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 70 260 176 19 240 23 27 58 57 243 122 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  
 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: 71 265 179 19 245 23 28 59 58 248 124 22  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 71 265 179 19 245 23 28 59 58 248 124 22

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

Capacity Module:  
 Conflict Vol: 268 xxxxxx 444 xxxxxx 866 882 256 851 804 355  
 Potent Cap: 1262 xxxxxx 1085 xxxxxx 276 287 787 282 319 694  
 Move Cap: 1262 xxxxxx 1085 xxxxxx 169 265 787 204 294 694  
 Volume/Cap: 0.06 xxxxxx 0.02 xxxxxx 0.16 0.22 0.07 1.21 0.42 0.03

Level Of Service Module:  
 Queue: 0.2 xxxxxx 0.1 xxxxxx xxxxxx xxxxxx 0.2 xxxxxx xxxxxx  
 Stopped Del: 8.0 xxxxxx 8.4 xxxxxx xxxxxx xxxxxx 9.9 xxxxxx xxxxxx  
 LOS by Move: A \* \* \* \* \*  
 Movement: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT  
 Shared Cap: xxxxxx xxxxxx xxxxxx xxxxxx 225 xxxxxx xxxxxx 237 xxxxxx  
 SharedQueue: xxxxxx xxxxxx xxxxxx xxxxxx 1.7 xxxxxx xxxxxx 25.5 xxxxxx  
 Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx 30.7 xxxxxx xxxxxx 354 xxxxxx  
 Shared LOS: \* \* \* \* \* D \* \* \* \* \* F \* \* \* \* \*  
 ApproachDel: xxxxxx \* xxxxxx \* 22.4 \* 354.2 \*  
 ApproachLOS: \* \* \* \* \* C \* \* \* \* \* F \* \* \* \* \*

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

Intersection #8 SR-49 / Poplar  
 Average Delay (sec/Veh): 1.2 Worst Case Level Of Service: C [15.2]  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0

Volume Module:  
 Base Vol: 41 447 0 0 476 6 8 0 53 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 41 447 0 0 476 6 8 0 53 0 0  
 Added Vol: 3 73 0 0 79 0 0 0 4 0 0  
 PassengerVol: 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 44 520 0 0 555 6 8 0 57 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 47 551 0 0 588 6 8 0 60 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 47 551 0 0 588 6 8 0 60 0 0

Critical Gap Module:  
 Critical Gap: 4.2 xxxxxx 4.2 xxxxxx 6.4 xxxxxx 6.2 xxxxxx xxxxxx  
 FollowupTm: 2.3 xxxxxx 2.3 xxxxxx 3.5 xxxxxx 3.3 xxxxxx xxxxxx

Capacity Module:  
 Conflict Vol: 594 xxxxxx xxxxxx xxxxxx 1235 xxxxxx 591 xxxxxx xxxxxx  
 Potent Cap: 953 xxxxxx xxxxxx xxxxxx 197 xxxxxx 511 xxxxxx xxxxxx  
 Move Cap: 953 xxxxxx xxxxxx xxxxxx 189 xxxxxx 511 xxxxxx xxxxxx  
 Volume/Cap: 0.05 xxxxxx xxxxxx xxxxxx 0.04 xxxxxx 0.12 xxxxxx xxxxxx

Level Of Service Module:  
 Queue: 0.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 Stopped Del: 9.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
 LOS by Move: A \* \* \* \* \*  
 Movement: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT  
 Shared Cap: xxxxxx xxxxxx xxxxxx xxxxxx 422 xxxxxx xxxxxx xxxxxx  
 SharedQueue: 0.2 xxxxxx xxxxxx xxxxxx xxxxxx 0.6 xxxxxx xxxxxx xxxxxx  
 Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx 15.2 xxxxxx xxxxxx xxxxxx  
 Shared LOS: \* \* \* \* \* C \* \* \* \* \* C \* \* \* \* \*  
 ApproachDel: xxxxxx \* xxxxxx \* 15.2 \* xxxxxx \*  
 ApproachLOS: \* \* \* \* \* C \* \* \* \* \* \* \* \* \* \*

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #9 SR-49 / Empire  
 Average Delay (sec/veh): 7.1 Worst Case Level Of Service: F(133.31)  
 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 Include  
 Lanes: 0 0 1 1 0 0 0 0 1 0 0 0 1 0 0 0 0 0

Volume Module:	81	452	5	2	524	16	28	0	265	5	3	0
Base Vol:	81	452	5	2	524	16	28	0	265	5	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	452	5	2	524	16	28	0	265	5	3	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	528	5	2	607	16	28	0	274	5	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	98	582	6	2	669	18	31	0	302	6	3	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	98	582	6	2	669	18	31	0	302	6	3	0

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

Capacity Module:  
 Conflict Vol: 687 xxxxx 588 xxxxx 1465 xxxxx 678 1615 1472 xxxxx  
 Potent Cap.: 880 xxxxx 959 xxxxx 107 xxxxx 456 84 128 xxxxx  
 Move Cap.: 880 xxxxx 959 xxxxx 95 xxxxx 456 26 113 xxxxx  
 Volume/Cap: 0.11 xxxxx 0.00 xxxxx 0.32 xxxxx 0.66 0.21 0.03 xxxxx

Level Of Service Module:  
 Queue: 0.4 xxxxx 0.0 xxxxx 4.7 xxxxx xxxxx  
 Stopped Del: 9.6 xxxxx 8.8 xxxxx xxxxx xxxxx  
 LOS by Move: A \* A \* D \*  
 Movement: LT - LTR - RT A \* LT - LTR - RT  
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx  
 SharedQueue: xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: xxxxx \* 30.2 D 133.3 F  
 ApproachLOS: \* \* \* \* \*

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #10 SR-49 / SR-16  
 Average Delay (sec/veh): 164.2 Worst Case Level Of Service: F(1287.9)  
 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: Channel Include Channel Include  
 Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 0 0 0

Volume Module:	417	0	166	0	0	0	0	228	259	276	343	0
Base Vol:	417	0	166	0	0	0	0	228	259	276	343	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	0	166	0	0	0	0	228	259	276	343	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	0	166	0	0	0	0	439	259	291	538	0
User Adj:	1.00	1.00	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:	429	0	187	0	0	0	0	452	267	300	554	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	429	0	187	0	0	0	0	452	267	300	554	0

Critical Gap Module:  
 Critical Gap: 6.5 xxxxx 3.4 xxxxx xxxxx xxxxx  
 FollowUpPrm: 3.6 xxxxx 3.4 xxxxx xxxxx xxxxx

Capacity Module:  
 Conflict Vol: 1606 xxxxx 452 xxxxx xxxxx xxxxx  
 Potent Cap.: 112 xxxxx 595 xxxxx xxxxx xxxxx  
 Move Cap.: 88 xxxxx 595 xxxxx xxxxx xxxxx  
 Volume/Cap: 4.88 xxxxx 0.31 xxxxx xxxxx xxxxx

Level Of Service Module:  
 Queue: 46.2 xxxxx 1.3 xxxxx xxxxx xxxxx  
 Stopped Del: 1844 xxxxx 13.8 xxxxx xxxxx xxxxx  
 LOS by Move: F \* B \* A \*  
 Movement: LT - LTR - RT A \* LT - LTR - RT  
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx  
 SharedQueue: xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: \* \* \* \* \*  
 ApproachLOS: F \* \* \* \* \*







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

Intersection #29 SR-88 / SR-124  
 Average Delay (sec/veh): 5.0 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 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 6 0 193 129 482 0 0 456 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 6 0 193 129 482 0 0 456 3  
 Added Vol: 0 0 0 0 82 89 4 0 0 4 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 6 0 275 218 486 0 0 460 3  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 P/R Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 P/R Volume: 0 0 6 0 294 233 520 0 0 492 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 0 0 6 0 294 233 520 0 0 492 3  
 Critical Gap Module:  
 Critical Gap:xxxx xxxxxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxxx xxxxx xxxxx  
 FollowUpPrim:xxxx xxxxxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxxx xxxxx xxxxx

Capacity Module:  
 Conflict Vol: xxx xxxxxxxx 1480 xxxxx 494 495 xxxxx xxxxx xxxxx xxxxx  
 Potent Cap.: xxx xxxxxxxx 134 xxxxx 564 1043 xxxxx xxxxx xxxxx xxxxx  
 Move Cap.: xxx xxxxxxxx 111 xxxxx 564 1043 xxxxx xxxxx xxxxx xxxxx  
 Volume/Cap: xxx xxxxxxxx 0.06 xxxxx 0.52 0.22 xxxxx xxxxx xxxxx xxxxx  
 Level Of Service Module:  
 Queue: xxx xxxxxxxx 0.2 xxxxx 3.0 0.9 xxx xxxxx xxxxx xxxxx  
 Stopped Del:xxx xxxxxxxx 39.4 xxxxx 18.1 9.4 xxx xxxxx xxxxx xxxxx  
 LOS by Move: \* \* \* \* \*  
 Movement: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT  
 Shared Cap.: xxx xxxxxxxx xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx  
 SharedQueue:xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx  
 Shrd StpDel:xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: xxxxxx 18.6 \* xxxxxx \* xxxxxx \*  
 ApproachLOS: \* \* \* \* \*

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

Intersection #101 SR-49 / Project Access  
 Average Delay (sec/veh): 30.0 Worst Case Level Of Service: F (248.5)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 1

Volume Module:  
 Base Vol: 0 538 0 0 794 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  
 Initial Bse: 0 538 0 0 794 0 0 0 0 0 0  
 Added Vol: 0 0 136 92 0 0 0 0 126 0 84  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 538 136 92 794 0 0 0 126 0 84  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 P/R Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
 P/R Volume: 0 593 150 101 875 0 0 0 139 0 93  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 0 593 150 101 875 0 0 0 139 0 93  
 Critical Gap Module:  
 Critical Gap:xxxx xxxxxxxx 4.2 xxx xxxxxx xxxxx xxxxx 6.4 xxxxx 6.2  
 FollowUpPrim:xxxx xxxxxxxx 2.3 xxx xxxxxx xxxxx xxxxx 3.5 xxxxx 3.3

Capacity Module:  
 Conflict Vol: xxx xxxxxxxx 743 xxx xxxxxx xxx xxxxxxx 1746 xxxxx 668  
 Potent Cap.: xxx xxxxxxxx 838 xxx xxxxxx xxx xxxxxxx 96 xxxxx 462  
 Move Cap.: xxx xxxxxxxx 838 xxx xxxxxx xxx xxxxxxx 86 xxxxx 462  
 Volume/Cap: xxx xxxxxxxx 0.12 xxxxx xxxxx xxxxxx 1.61 xxxxx 0.20  
 Level Of Service Module:  
 Queue: xxx xxxxxxxx 0.4 xxx xxxxxx xxxxx xxxxx 11.2 xxxxx 0.7  
 Stopped Del:xxx xxxxxxxx 9.9 xxx xxxxxx xxxxx xxxxx 404.3 xxxxx 14.7  
 LOS by Move: \* \* \* \* \*  
 Movement: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT  
 Shared Cap.: xxx xxxxxxxx xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx  
 SharedQueue:xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx  
 Shrd StpDel:xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx xxx xxxxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: xxxxxx \* xxxxxx \* xxxxxx \* 248.5 \*  
 ApproachLOS: \* \* \* \* \*

Ione Casino  
 Cumulative Plus Project Alternative D - Saturday  
 PM Peak Hour

Level Of Service Computation Report

\*\*\*\*\* 2000 HCM Unsignalized Method (Future Volume Alternative) \*\*\*\*\*  
 Intersection #174 SR-49 / Project Service Access  
 Average Delay (sec/veh): 9.4 Worst Case Level Of Service: F(198.2)  
 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: 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 1

Volume Module:  
 Base Vol: 0 538 0 0 794 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 538 0 0 794 0 0 0 0 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 0 0 0 0 0 0 0 0 0 0  
 PassengerVol: 0  
 Initial Fut: 0 674 91 0 920 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
 PHF Volume: 0 743 100 0 1014 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduct Vol: 0  
 Final Vol: 0 743 100 0 1014 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:  
 Critical Gap:xxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 6.4 xxxxxxxx  
 FollowupTime:xxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 3.5 xxxxxxxx

Capacity Module:  
 Conflict Vol: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 1808 xxxxxxxx  
 Potent Cap.: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 88 xxxxxxxx  
 Move Cap.: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 88 xxxxxxxx  
 Volume/Cap: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 1.05 xxxxxxxx

Level Of Service Module:  
 Queue: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 6.2 xxxxxxxx  
 Stopped Del:xxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx 198.2 xxxxxxxx  
 LOS by Move: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT  
 Movement: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT  
 Shared Cap.: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
 Shared Del:xxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
 Shared LOS: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
 ApproachDel: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx  
 ApproachLOS: xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx xxxxxxxx

Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Level Of Service Computation Report  
 \*\*\*\*\*  
 Intersection #28 SR-88 / SR-124  
 Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C (16.8)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 0 0 0 193 129 482 0 0 456 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 0 193 129 482 0 0 456 3  
 Added Vol: 0 0 0 82 89 4 0 0 4 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 0 275 218 486 0 0 460 3  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PIP Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 0 0 0 6 6 0 275 218 486 0 0 460 3

Critical Gap Module:  
 Critical Gap: 5.5 xxx 6.3 4.2 xxx xxx xxx xxx xxx xxx  
 FollowupTime: 3.6 xxx 3.4 2.3 xxx xxx xxx xxx xxx xxx

Capacity Module:  
 Critical Vol: xxx xxx xxx 1384 xxx 462 463 xxx xxx xxx xxx  
 Potent Cap: xxx xxx xxx 154 xxx 588 1072 xxx xxx xxx xxx  
 Move Cap: xxx xxx xxx 130 xxx 588 1072 xxx xxx xxx xxx  
 Volume/Cap: xxx xxx xxx 0.05 xxx 0.47 0.20 xxx xxx xxx xxx

Level Of Service Module:  
 Queue: xxx xxx xxx 0.1 xxx 2.5 0.8 xxx xxx xxx xxx  
 Stopped Del: xxx xxx xxx 34.1 xxx 16.4 9.2 xxx xxx xxx xxx  
 LOS by Move: \* \* \* D \* C \* A \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shared Cap: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shared Del: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shared LOS: \*  
 ApproachLOS: xxxxx \* 16.8 \* xxxxx \* xxxxx \*  
 C C

Ione Casino  
Cumulative Plus Project Alternative D - Saturday  
PM Peak Hour

Level Of Service Computation Report  
 \*\*\*\*\*  
 Intersection #29 SR-88 / SR-12 (North)  
 Average Delay (sec/veh): 84.1 Worst Case Level Of Service: F (248.9)  
 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 Channel Include Include  
 Lanes: 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 1 0

Volume Module:  
 Base Vol: 0 0 0 91 0 573 561 394 0 0 413 97  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 0 91 0 573 561 394 0 0 413 97  
 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 91 0 642 636 394 0 0 413 97  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PIP Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Reduct Vol: 0 0 0 0 0 642 636 394 0 0 413 97  
 Final Vol: 0 0 0 91 0 642 636 394 0 0 413 97

Critical Gap Module:  
 Critical Gap: 6.5 xxx 6.3 4.1 xxx xxx xxx xxx xxx  
 FollowupTime: 3.6 xxx 3.4 2.2 xxx xxx xxx xxx xxx

Capacity Module:  
 Critical Vol: xxx xxx xxx 2128 xxx 462 510 xxx xxx xxx  
 Potent Cap: xxx xxx xxx 53 xxx 588 1045 xxx xxx xxx  
 Move Cap: xxx xxx xxx 27 xxx 588 1045 xxx xxx xxx  
 Volume/Cap: xxx xxx xxx 3.37 xxx 1.09 0.61 xxx xxx xxx

Level Of Service Module:  
 Queue: xxx xxx xxx 11.1 xxx 19.3 4.3 xxx xxx xxx  
 Stopped Del: xxx xxx xxx 1367 xxx 90.5 13.6 xxx xxx xxx  
 LOS by Move: \* \* \* F \* F \* B \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shared Cap: xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shared Del: xxx xxx xxx xxx xxx xxx xxx xxx xxx  
 Shared LOS: \*  
 ApproachLOS: xxxxx \* 248.9 \* xxxxx \* xxxxx \*  
 F F

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

Intersection #30 SR-88 / SR-12 (South)  
Average Delay (sec/veh): 133.4 Worst Case Level of Service: F(760.1)  
Optimal Cycle: OPTIMIZED  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Include Stop Sign Include  
Rights: 1 0 0 1 0 1 0 1 0 1 0 0 0 1 0 0 1 0 0 1 0 0  
Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0  
Volume Module: 582 723 1 3 536 256 295 1 26 1 0 3  
Base Vol: 26 673 1 3 536 256 295 1 26 1 0 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 26 673 1 3 536 256 295 1 26 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  
Initial Fut: 26 723 1 3 582 275 316 1 26 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: 26 723 1 3 582 275 316 1 26 1 0 3  
Final Vol: 26 723 1 3 582 275 316 1 26 1 0 3  
Critical Gap Module:  
Critical Gap: 4.1 xxxxxx 4.2 xxxxxx 7.1 6.5 6.2 7.1 xxxxxx 6.2  
FollowupTime: 2.2 xxxxxx 2.3 xxxxxx 3.5 4.0 3.3 3.5 xxxxxx 3.3  
Capacity Module:  
Conflict Vol: 724 xxxxxx 1365 1364 582 1515 xxxxxx 724  
Potential Cap: 1002 xxxxxx 860 xxxxxx 123 146 509 97 xxxxxx 423  
Move Cap: 1002 xxxxxx 860 xxxxxx 120 142 509 90 xxxxxx 423  
Volume/Cap: 0.03 xxxxxx 0.00 xxxxxx 2.64 0.01 0.05 0.01 xxxxxx 0.01  
Level Of Service Module:  
Queue: 0.1 xxxxxx 0.0 xxxxxx 0.2 xxxxxx 0.2 xxxxxx xxxxxx xxxxxx  
Stopped Del: 8.7 xxxxxx 9.2 xxxxxx xxxxxx xxxxxx 12.5 xxxxxx xxxxxx  
LOS by Move: A \* A \* A \* B \* A \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 219 xxxxxx  
Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx  
Shared Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 21.7 xxxxxx  
Approach LOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Approach LOS: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
F 760.1 21.7  
C

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

Intersection #31 SR-88 / Keckleman  
Cycle (sec): 70 Critical Vol./Cap. (X): 0.659  
Loss Time (sec): 12 (YAR = 4 sec) Average Delay (sec/veh): 20.6  
Optimal Cycle: OPTIMIZED  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Split Phase Include Split Phase Include  
Rights: 3 7 7 3 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7  
Min. Green: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0  
Lanes: 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0  
Volume Module: 29 524 5 7 440 101 182 49 26 12 62 4  
Base Vol: 29 524 5 7 440 101 182 49 26 12 62 4  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 29 524 5 7 440 101 182 49 26 12 62 4  
Added Vol: 0 43 0 0 40 6 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 29 567 5 7 480 107 188 49 26 12 62 4  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 29 567 5 7 480 107 188 49 26 12 62 4  
Reduced Vol: 29 567 5 7 480 107 188 49 26 12 62 4  
Final Vol: 29 567 5 7 480 107 188 49 26 12 62 4  
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj: 0.90 0.94 0.01 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
Lanes: 1.00 0.99 0.01 1.00 0.82 0.18 0.71 0.19 0.10 0.15 0.80 0.05  
Final Sat: 1702 1724 16 1702 1426 318 1256 327 174 280 1445 93  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.32 0.32 0.00 0.34 0.34 0.15 0.15 0.15 0.04 0.04 0.04  
C/C Moves: \*\*\*  
Green/Cycle: 0.04 0.47 0.47 0.04 0.47 0.47 0.21 0.21 0.21 0.10 0.10 0.10  
Volume/Cap: 0.40 0.67 0.67 0.10 0.71 0.71 0.71 0.71 0.71 0.43 0.43 0.43  
Delay/Veh: 36.2 16.3 16.3 32.8 17.4 17.4 31.9 31.9 31.9 31.2 31.2 31.2  
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: 36.2 16.3 16.3 32.8 17.4 17.4 31.9 31.9 31.9 31.2 31.2 31.2  
HCM2KAVG: 1 11 11 0 11 11 7 7 7 2 2 2  
\*\*\*\*\*

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)  
 Intersection #36 SR-49 / Pleasant Valley

Cycle Time (sec): 100  
 Loss Time (sec): 0 (Y+R = 4 sec)  
 Optimal Cycle: 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  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1 1 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:  
 Base Vol: 203 273 0 0 0 0 355 187 217 301 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 203 273 0 0 0 0 355 187 217 301 0  
 Added Vol: 12 0 47 0 0 0 0 0 13 51 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 215 0 320 0 0 0 0 0 268 301 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PBF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PBF Volume: 215 0 320 0 0 0 355 200 268 301 0  
 Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 215 0 320 0 0 0 355 200 268 301 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: 0.40 0.00 0.50 0.00 0.00 0.00 0.00 0.64 0.36 1.00 1.00 0.00  
 Final Sat: 225 0 334 0 0 0 0 357 201 456 487 0

Capacity Analysis Module:  
 Vol/Sat: 0.96 xxxxx 0.96 xxxxx xxxxx xxxxx 1.00 1.00 0.59 0.62 xxxxx  
 Delay/Mov: 52.7 0.0 52.7 0.0 0.0 0.0 0.0 62.2 62.2 20.9 20.9 0.0  
 Delay/Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 52.7 0.0 52.7 0.0 0.0 0.0 0.0 62.2 62.2 20.9 20.9 0.0  
 LOS by Move: F \* F \* \* \* \* \* \* \* \* \* \* \*  
 ApproachDel: 52.7 xxxxxx 62.2 C C C C  
 Delay Adj: 1.00 xxxxxx 1.00 C C C C  
 ApproachAdj: 1.00 xxxxxx 1.00 C C C C  
 LOS by Appr: F \* \* \* \* \* F \* \* \* \* \* C

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #37 SR-16 / Ione

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: D [ 29.9]  
 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 0

Volume Module:  
 Base Vol: 97 0 6 0 0 0 353 123 7 463 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 97 0 6 0 0 0 353 123 7 463 0  
 Added Vol: 0 0 0 0 0 0 0 0 113 0 0 0 0 104 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 97 0 6 0 0 0 466 123 7 567 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PBF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PBF Volume: 97 0 6 0 0 0 466 123 7 567 0  
 Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 97 0 6 0 0 0 466 123 7 567 0

Critical Gap Module:  
 Critical Gap: 6.4 xxxxx 3.3 xxxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx  
 FollowUp/Prm: 3.5 xxxxx 2.2 xxxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:  
 Conflict Vol: 1109 xxxxx 528 xxxxx xxxxx xxxxx xxxxx 589 xxxxx xxxxx  
 Potent Cap.: 234 xxxxx 555 xxxxx xxxxx xxxxx xxxxx 981 xxxxx xxxxx  
 Move Cap.: 233 xxxxx 555 xxxxx xxxxx xxxxx xxxxx 981 xxxxx xxxxx  
 Volume/Cap: 0.42 xxxxx 0.01 xxxxx xxxxx xxxxx xxxxx 0.01 xxxxx xxxxx

Cumulative Plus Project Alternative D - Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
Intersection #38 SR-16 / Muirleta South Pkwy
Cycle (sec): 50 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: OPTIMIZED Level Of Service: A

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

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

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

Volume Module:
Base Vol: 0 2 0 4 0 117 170 487 2 0 530 24
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 2 0 4 0 117 170 487 2 0 530 24
Added Vol: 0 0 0 0 0 0 0 0 0 0 104 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Pct: 0 2 0 4 0 117 170 599 2 0 634 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

PHE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHE Volume: 0 2 0 4 0 117 170 599 2 0 634 24

Reduced Vol: 0 0 0 0 0 117 170 599 2 0 634 24
Reduct Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MUF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 0 2 0 4 0 117 170 599 2 0 634 24

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 0.00 1.00 0.01 1.00 0.96 0.04
Final Sat.: 0 1900 0 1520 0 1515 1753 1839 6 1900 1759 67

Cumulative Plus Project Alternative D - Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)
Intersection #39 SR-16 / Muirleta Pkwy
Cycle (sec): 60 Critical Vol./Cap. (X): 0.841
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: OPTIMIZED Level Of Service: C

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

Control: Protected Protected Protected Protected
Rights: OVI OVI OVI
Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7

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

Volume Module:
Base Vol: 134 169 65 43 162 190 242 551 145 58 546 37
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 134 169 65 43 162 190 242 551 145 58 546 37
Added Vol: 0 0 0 0 0 0 0 0 0 0 104 0

Initial Pct: 134 169 65 43 162 190 242 663 145 58 650 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

PHE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHE Volume: 134 169 65 43 162 190 242 663 145 58 650 37

Reduced Vol: 134 169 65 43 162 190 242 663 145 58 650 37
Reduct Adj: 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: 134 169 65 43 162 190 242 663 145 58 650 37

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.95 1.00 1.00 0.85 0.95 1.00 0.85 0.92 0.97 0.83 0.92 0.96

Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.95 0.05
Final Sat.: 1805 1900 1615 1805 1900 1615 1753 1845 1568 1753 1732 99



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

Intersection #40 SR-16 / Stone House  
Average Delay (sec/Veh): 30.6 Worst Case Level Of Service: F(316.8)  
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 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0  
Volume Module: 0 0 125 0 81 41 819 0 0 781 84  
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Growth Adj: 0 0 125 0 81 41 819 0 0 781 84  
Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 104 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 125 0 81 41 931 0 0 885 84  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 125 0 81 41 931 0 0 885 84  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 0 0 125 0 81 41 931 0 0 885 84  
Critical Gap Module: 5.4 xxx 6.2 4.1 xxx xxx xxx xxx xxx  
Critical Gap: xxx xxx xxx xxx 3.5 xxx 3.3 2.2 xxx xxx xxx xxx xxx  
FollowUpPrm: xxx xxx xxx xxx

Capacity Module:  
Conflict Vol: xxx xxx xxx 1940 xxx 927 969 xxx xxx xxx xxx  
Potent Cap: xxx xxx xxx 73 xxx 328 707 xxx xxx xxx xxx  
Move Cap: xxx xxx xxx 69 xxx 328 707 xxx xxx xxx xxx  
Volume/Cap: 1.80 xxx 0.25 0.06 xxx xxx xxx xxx xxx  
Level Of Service Module:  
Queue: xxx xxx xxx 11.1 xxx 1.0 0.2 xxx xxx xxx xxx  
Stopped Del: xxx xxx xxx 509.4 xxx 19.5 10.4 xxx xxx xxx xxx  
LOS by Move: \* \* \* \* \* F \* C B \* \* \* \* \*  
Movement: L T - LTR - RT L T - LTR - RT L T - LTR - RT  
Shared Cap: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
SharedQueue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shrd StpDel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx  
Shared LOS: \*  
ApproachDel: xxx xxx \* \* \* \* \* 316.8 \* \* \* \* \*  
ApproachLOS: \* \* \* \* \* F \* \* \* \* \* C \* \* \* \* \*

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #41 SR-16 / Latrobe (Sac)  
Average Delay (sec/Veh): 1.4 Worst Case Level Of Service: F(135.8)  
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 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0  
Volume Module: 13 0 2 0 24 20 876 7 6 908 6  
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Growth Adj: 13 0 2 0 24 20 876 7 6 908 6  
Initial Bse: 13 0 0 0 0 0 0 0 0 0 0 104 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 13 0 2 0 24 20 988 7 6 1012 6  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 13 0 2 0 24 20 988 7 6 1012 6  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 13 0 2 0 24 20 988 7 6 1012 6  
Critical Gap Module: 6.2 7.1 xxx 6.2 4.1 xxx xxx xxx  
Critical Gap: 7.1 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx xxx  
FollowUpPrm: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx xxx

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

Intersection #41 SR-16 / Latrobe (Sac)  
Average Delay (sec/Veh): 1.4 Worst Case Level Of Service: F(135.8)  
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 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0  
Volume Module: 13 0 2 0 24 20 876 7 6 908 6  
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Growth Adj: 13 0 2 0 24 20 876 7 6 908 6  
Initial Bse: 13 0 0 0 0 0 0 0 0 0 0 104 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 13 0 2 0 24 20 988 7 6 1012 6  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 13 0 2 0 24 20 988 7 6 1012 6  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 13 0 2 0 24 20 988 7 6 1012 6  
Critical Gap Module: 6.2 7.1 xxx 6.2 4.1 xxx xxx xxx  
Critical Gap: 7.1 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx xxx  
FollowUpPrm: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx xxx

Capacity Module:  
Conflict Vol: 2071 xxx 991 2060 xxx 1015 1018 xxx xxx  
Potent Cap: 40 xxx 301 41 xxx 292 678 xxx xxx  
Move Cap: 36 xxx 301 40 xxx 292 678 xxx xxx  
Volume/Cap: 0.36 xxx 0.01 0.05 xxx 0.08 0.03 xxx  
Level Of Service Module:  
Queue: xxx xxx xxx 0.0 xxx xxx 0.3 0.1 xxx xxx  
Stopped Del: xxx xxx xxx 17.0 xxx xxx 18.4 10.5 xxx xxx  
LOS by Move: \* \* \* \* \* C \* \* \* \* \*  
Movement: L T - LTR - RT L T - LTR - RT L T - LTR - RT  
Shared Cap: 36 xxx xxx 40 xxx xxx 40 xxx xxx  
SharedQueue: 1.2 xxx xxx 0.2 xxx xxx 0.2 xxx xxx  
Shrd StpDel: 154.1 xxx xxx 100.8 xxx xxx 100.8 xxx  
Shared LOS: \*  
ApproachDel: xxx \* \* \* \* \* 135.8 \* \* \* \* \*  
ApproachLOS: \* \* \* \* \* F \* \* \* \* \* C \* \* \* \* \*

Level Of Service Computation Report  
2000 HCM Unsignalized Method (Future Volume Alternative)  
Intersection #41 SR-16 / Latrobe (Sac)  
Average Delay (sec/Veh): 1.4 Worst Case Level Of Service: F(135.8)  
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 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0  
Volume Module: 13 0 2 0 24 20 876 7 6 908 6  
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Growth Adj: 13 0 2 0 24 20 876 7 6 908 6  
Initial Bse: 13 0 0 0 0 0 0 0 0 0 0 104 0  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 13 0 2 0 24 20 988 7 6 1012 6  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 13 0 2 0 24 20 988 7 6 1012 6  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 13 0 2 0 24 20 988 7 6 1012 6  
Critical Gap Module: 6.2 7.1 xxx 6.2 4.1 xxx xxx xxx  
Critical Gap: 7.1 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx xxx  
FollowUpPrm: 3.5 xxx 3.3 3.5 xxx 3.3 2.2 xxx xxx xxx

Cumulative Plus Project Alternative D - Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 SR-16 / Dillard

Cycle (sec): 95 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: OPTIMIZED Level Of Service: C

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

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Lanes: 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 137 0 87 0 0 0 0 811 133 96 834 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 137 0 87 0 0 0 0 811 133 96 834 0
Added Vol: 0 0 0 0 0 0 0 111 0 1 102 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 137 0 89 0 0 0 0 922 133 97 936 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 137 0 89 0 0 0 0 922 133 97 936 0
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 137 0 89 0 0 0 0 922 133 97 936 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

WfP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol: 137 0 89 0 0 0 0 922 133 97 936 0

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj/Segment: 0.76 1.00 0.76 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00 1.00

Lanes: 0.61 0.00 0.39 0.00 0.87 0.00 0.87 0.13 1.00 0.97 1.00 0.00
Final Sat: 878 0 570 0 0 0 0 1585 229 1753 1845 0

Capacity Analysis Module:
Vol/Sat: 0.16 0.00 0.16 0.00 0.00 0.00 0.58 0.58 0.06 0.51 0.00 0.00

Crit Moves: \*\*\*\*
Green/Cycle: 0.18 0.00 0.18 0.00 0.00 0.00 0.66 0.66 0.06 0.72 0.00 0.00

Volume/Cap: 0.89 0.00 0.89 0.00 0.00 0.00 0.89 0.89 0.89 0.71 0.00 0.00
Delay/Veh: 63.2 0.0 63.2 0.0 0.0 0.0 20.4 20.4 91.8 8.6 0.0 0.0

User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
ApproachDel/Veh: 63.2 0.0 63.2 0.0 0.0 0.0 20.4 20.4 91.8 8.6 0.0 0.0

Cumulative Plus Project Alternative D - Saturday PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #43 SR-16 / Sloughhouse

Average Delay (sec/veh): 0.8 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 Stop Sign Stop Sign
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:
Base Vol: 0 0 55 0 0 0 0 963 10 45 916 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 55 0 0 0 0 963 10 45 916 0
Added Vol: 0 0 0 0 0 0 0 111 0 0 102 0

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 55 0 0 0 0 1074 10 45 1018 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.074 10 45 1018 0

Reduce Vol: 0 0 55 0 0 0 0 0 0 0 0 0
Final Vol: 0 0 55 0 0 0 0 1074 10 45 1018 0

Critical Gap Module:
Critical Gap: 6.2 xxxxxx xxxxxx xxxxxx xxxxxx 4.1 xxxxxx xxxxxx
FollowUpTime: 3.3 xxxxxx xxxxxx xxxxxx xxxxxx 2.2 xxxxxx xxxxxx

Capacity Module:
Conflict Vol: xxxxxx 1079 xxxxxx xxxxxx xxxxxx 1084 xxxxxx xxxxxx
Potential Cap: xxxxxx 268 xxxxxx xxxxxx xxxxxx 640 xxxxxx xxxxxx

Move Cap: xxxxxx 0.21 xxxxxx xxxxxx xxxxxx 0.07 xxxxxx xxxxxx
Volume/Cap: xxxxxx 0.21 xxxxxx xxxxxx xxxxxx 0.07 xxxxxx xxxxxx

Level Of Service Module:
Queue: xxxxxx 0.8 xxxxxx xxxxxx xxxxxx xxxxxx 0.2 xxxxxx xxxxxx
Stopped Del: xxxxxx 21.9 xxxxxx xxxxxx xxxxxx xxxxxx 11.1 xxxxxx xxxxxx

LOS by Move: \* A \* 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 xxxxxx
Shared Delay: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx

Shared LOS: \* 21.9 \* xxxxxx \* xxxxxx \* xxxxxx \*
ApproachDel: \* \* \* \* \*
ApproachLOS: C \* \* \* \*

Ione Casino  
 Cumulative Plus Project Alternative D - Saturday  
 PM Peak Hour

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

Intersection #44 SR-16 / Grant Line  
 Cycle (sec): 140 Critical Vol./Cap. (X): 1.159  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 136.8  
 Optimal Cycle: OPTIMIZED 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  
 Min.-Green: 7 7 7 7  
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:  
 Base Vol: 13 336 64 60 280 130 74 854 9 77 801 71  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 13 336 64 60 280 130 74 854 9 77 801 71  
 Added Vol: 0 0 11 0 0 0 0 0 0 10 92 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 13 336 75 60 280 130 74 954 9 87 893 71  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PPR Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PPR Volume: 13 336 75 60 280 130 74 954 9 87 893 71  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 RPE Adj: 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: 13 336 75 60 280 130 74 954 9 87 893 71

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.97 0.97 0.97 0.96 0.96 0.96 0.97 0.97 0.97 0.92 0.96 0.96  
 Lanes: 0.03 0.79 0.18 0.13 0.59 0.28 1.00 0.99 0.01 1.00 0.93 0.07  
 Final Sat: 57 1467 327 232 1093 503 1753 1826 17 1753 1690 134

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.23 0.23 0.26 0.26 0.26 0.04 0.52 0.52 0.05 0.53 0.53  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.20 0.20 0.20 0.22 0.22 0.22 0.04 0.45 0.45 0.04 0.46 0.46  
 Volume/Cap: 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.16 1.16  
 Delay/Veh: 154.0 154.0 150.1 150.1 228.4 123 123.3 220.2 122 121.5  
 User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 154.0 154.0 150.1 150.1 228.4 123 123.3 220.2 122 121.5  
 HCMkAVG: 28 28 31 31 59 59 8 59 59

Ione Casino  
 Cumulative Plus Project Alternative D - Saturday  
 PM Peak Hour

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

Intersection #45 SR-16 / Sunrise  
 Cycle (sec): 105 Critical Vol./Cap. (X): 1.065  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 66.1  
 Optimal Cycle: OPTIMIZED Level of Service: F

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

Control: Protected Protected Protected Protected  
 Rights: Include OVI OVI OVI  
 Min.-Green: 3 7 7 7  
 Lanes: 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1

Volume Module:  
 Base Vol: 15 459 78 337 588 146 127 529 22 76 610 338  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 15 459 78 337 588 146 127 529 22 76 610 338  
 Added Vol: 0 0 6 25 0 0 0 0 0 0 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 15 459 84 362 588 146 127 598 22 81 673 361  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PPR Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PPR Volume: 15 459 84 362 588 146 127 598 22 81 673 361  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 RPE Adj: 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: 15 459 84 362 588 146 127 598 22 81 673 361

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.95 0.98 0.15 1.00 1.00 1.00 1.00 0.94 0.80 0.90 0.94 0.80  
 Lanes: 1.00 0.85 0.15 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat: 1805 1569 287 1805 1900 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.29 0.29 0.20 0.31 0.09 0.07 0.33 0.01 0.05 0.38 0.24  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.03 0.27 0.27 0.19 0.43 0.50 0.07 0.37 0.40 0.05 0.35 0.54  
 Volume/Cap: 0.29 1.07 1.07 1.07 0.71 0.18 1.07 0.90 0.04 0.90 1.07 0.44  
 Delay/Veh: 53.1 96.4 96.4 109.7 27.3 14.3 149.8 46.9 19.3 113.1 88.4 14.9  
 User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 53.1 96.4 96.4 109.7 27.3 14.3 149.8 46.9 19.3 113.1 88.4 14.9  
 HCMkAVG: 1 26 26 20 16 3 9 22 0 5 32 7

Cumulative Plus Project Alternative D - Saturday  
 Ione Casino  
 PM Peak Hour

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 L - T - R L - T - R L - T - R L - T - R  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0 1 0

Volume Module:  
 Base Vol: 50 74 62 43 122 158 144 563 92 46 697 17  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 50 74 62 43 122 158 144 563 92 46 697 17  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Passenger Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 50 74 62 43 122 158 144 563 92 46 697 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: 50 74 62 43 122 158 144 563 92 46 697 17  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 50 74 62 43 122 158 144 563 92 46 697 17

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

Capacity Module:  
 Critical Vol: 1966 1835 674 1896 1872 766 775 xxxxx xxxxx 720 xxxxx xxxxx  
 Potent Cap: 48 77 458 54 73 405 823 xxxxx xxxxx 863 xxxxx xxxxx  
 Move Cap: 0 60 458 0 57 405 823 xxxxx xxxxx 863 xxxxx xxxxx  
 Volume/Cap: xxx 1.24 0.14 xxx 2.15 0.39 0.17 xxx xxx 0.06 xxx xxx

Level Of Service Module:  
 Queue: xxx xxx xxx xxx xxx xxx xxx xxx 0.6 xxx xxx 0.2 xxx xxx  
 Stopped Del: xxx xxx xxx xxx xxx xxx xxx xxx 10.3 xxx xxx 9.4 xxx xxx  
 LOS by Move: \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: xxx 0 xxx xxx 0 xxx xxx 0 xxx xxx 0 xxx xxx 0 xxx xxx  
 Shared Queue: xxx xxx xxx xxx xxx xxx xxx xxx 9.4 xxx xxx 9.4 xxx xxx  
 Shared Stipe: xxx xxx xxx xxx xxx xxx xxx xxx 9.4 xxx xxx 9.4 xxx xxx  
 Shared LOS: \* \* \* \* \*  
 Approach Del: xxx xxx xxx xxx xxx xxx xxx xxx 9.4 xxx xxx 9.4 xxx xxx  
 Approach LOS: F F \* \* \* \* \*

Cumulative Plus Project Alternative D - Saturday  
 Ione Casino  
 PM Peak Hour

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

Intersection #47 SR-16 / Bradshaw

Cycle (sec): 90 Critical Vol./Cap. (X): 1.012  
 Loss Time (sec): 12 (Y/R = 4 sec) Average Delay (sec/veh): 53.1  
 Optimal Cycle: OPTIMIZED Level Of Service: [F] [xxxxx]  
 Approach: North Bound L - T - R L - T - R L - T - R L - T - R  
 Movement: 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 3 7 7 3 7 7 3 7 7 3 7 7 3 7 7

Volume Module:  
 Base Vol: 108 710 63 386 920 227 268 388 107 80 490 350  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 108 710 63 386 920 227 268 388 107 80 490 350  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Passenger Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 108 710 63 386 920 227 268 388 107 80 490 350  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 108 710 63 386 920 227 268 388 107 80 490 350  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 108 710 63 386 920 227 268 388 107 80 490 350

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 0.85 0.90 0.94 0.80 0.90 0.94 0.80  
 Lanes: 1.00 1.83 0.17 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat: 1805 3260 303 1805 3610 1615 1702 1792 1523 1702 1792 1523

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.22 0.22 0.22 0.25 0.14 0.16 0.25 0.07 0.05 0.30 0.24  
 Crit Moves: \* \* \* \* \*  
 Green/Cycle: 0.08 0.21 0.21 0.21 0.34 0.49 0.15 0.37 0.45 0.07 0.29 0.50  
 Volume/Cap: 0.74 1.03 1.03 1.03 0.74 0.28 1.03 0.66 0.16 0.66 1.03 0.47  
 Delay/Veh: 59.2 76.8 76.8 90.0 28.6 13.6 102.5 26.2 14.7 53.3 79.7 15.0  
 User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 59.2 76.8 76.8 90.0 28.6 13.6 102.5 26.2 14.7 53.3 79.7 15.0  
 HCMKAVG: 5 17 17 18 13 4 14 11 2 4 23 7

## **APPENDIX AB**

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### **Intersection Operations Calculations Cumulative Plus Alternative D Condition With Mitigation Measures**



Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Scenario Report

Scenario: Cum Plus Alt D Fri  
 Command: Cum Plus Alt D Fri  
 Volume: Cum Plus Alt D Fri  
 Geometry: Cumulative  
 Impact Fee: Existing  
 Trip Generation: Cum Plus Alt D Fri  
 Trip Distribution: Default  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Trip Generation Report

Forecast for Cum Plus Alt D Fri

Zone	Subzone	Amount	Units	Rate	In	Out	Trips	In	Out	Total	% Of
1	Ione Casino-	1.00	Ione Casino	222.00	240.00	222	240	462	100.0	0	
	Zone 1 Subtotal					222	240	462	100.0	0	
TOTAL											
						222	240	462	100.0	0	

Ione Casino  
 Cumulative Plus Project Alternative D - Friday  
 PM Peak Hour

-----  
 Trip Distribution Report  
 Percent Of Trips Default  
 -----

Zone	1	2	3	4	5	6	7	8	9	10	11
				To Gates							
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							

Ione Casino  
 Cumulative Plus Project Alternative D - Friday  
 PM Peak Hour

-----  
 Turning Movement Report  
 Cum Plus Alt D Fri  
 -----

Volume Type	Northbound Left Thru Right	Southbound Left Thru Right	Eastbound Left Thru Right	Westbound Left Thru Right	Total
<b>#1 Iatrobe / Old Sacramento</b>					
Base	0	0	0	0	0
Added	0	0	16	0	16
Total	0	0	16	0	16
<b>#2 Main / Sherwood</b>					
Base	0	0	0	0	0
Added	3	0	0	0	3
Total	3	0	0	0	3
<b>#3 Main / Empire</b>					
Base	0	0	0	0	0
Added	3	0	0	0	3
Total	3	0	0	0	3
<b>#4 Main / Poplar</b>					
Base	0	0	0	0	0
Added	3	0	0	0	3
Total	3	0	0	0	3
<b>#5 Main / Mill</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#6 SR-49 / Miller Way</b>					
Base	51	236	0	180	8
Added	0	49	0	45	0
Total	51	285	0	225	8
<b>#7 SR-49 / Main-Fiddletown</b>					
Base	72	219	349	22	154
Added	9	49	1	0	45
Total	81	268	350	22	199
<b>#8 SR-49 / Poplar</b>					
Base	53	686	0	395	9
Added	3	59	0	55	0
Total	56	745	0	450	9
<b>#9 SR-49 / Empire</b>					
Base	172	697	8	5	480
Added	7	62	0	57	0
Total	179	759	8	5	537



Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
#10 SR-49 / SR-16					
Base	307	0	0	0	2015
Added	0	11	0	0	329
Total	307	11	0	0	2344
#11 SR-49 / Main (Drytown)					
Base	0	0	0	0	0
Added	0	12	0	0	23
Total	0	12	0	0	23
#12 SR-49 / Water-Amador Creek					
Base	0	0	0	0	0
Added	4	0	0	0	8
Total	4	0	0	0	8
#13 SR-49 / Gopher Flat					
Base	0	0	0	0	0
Added	4	0	0	4	8
Total	4	0	0	4	8
#14 SR-49 / Eureka					
Base	0	0	0	0	0
Added	4	0	0	0	8
Total	4	0	0	0	8
#15 SR-49 / Church					
Base	0	0	0	0	0
Added	4	0	0	0	8
Total	4	0	0	0	8
#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)					
Base	0	0	0	0	0
Added	6	0	3	3	18
Total	6	0	3	3	18
#17 SR-49 / Jackson Gate-Ione Martell					
Base	0	0	0	0	0
Added	6	0	0	0	12
Total	6	0	0	0	12
#18 SR-49 / SR-88 (North)					
Base	0	0	0	0	0
Added	0	6	0	0	6
Total	0	6	0	0	6

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Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
#19 SR-49 / Sutter					
Base	0	0	0	0	0
Added	0	5	0	0	11
Total	0	5	0	0	11
#20 SR-49 / Hoffman					
Base	0	0	0	0	0
Added	5	0	5	0	10
Total	5	0	5	0	10
#21 SR-49 / Main (Jackson)					
Base	0	0	0	0	0
Added	0	5	0	0	10
Total	0	5	0	0	10
#22 SR-49 / SR-88 (South)					
Base	0	0	0	0	0
Added	4	0	4	0	8
Total	4	0	4	0	8
#23 SR-16 / SR-124					
Base	14	0	202	0	808
Added	0	0	68	0	79
Total	14	0	270	0	887
#24 SR-16 / Latrobe (Amador)					
Base	0	0	0	0	0
Added	0	0	0	0	79
Total	0	0	0	0	79
#25 SR-104 (Preston) / SR-124 (North)					
Base	160	288	205	51	313
Added	0	0	66	2	0
Total	160	288	271	53	313
#26 SR-104 (Main) / SR-124 (Church)					
Base	242	10	18	3	11
Added	65	0	0	0	0
Total	307	10	18	3	11
#27 SR-104 / SR-88					
Base	0	0	0	0	0
Added	0	0	0	0	3
Total	0	0	0	0	3

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Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total				
	Left	Thru	Right	Left	Thru	Right	Left	Thru					
<b>#28 SR-88 / SR-124</b>													
Base	0	0	0	5	0	226	210	531	0	0	447	3	1422
Added	0	0	0	0	0	67	62	3	0	0	3	0	135
Total	0	0	0	5	0	293	272	534	0	0	450	3	1557
<b>#29 SR-88 / SR-12 (North)</b>													
Base	0	0	0	107	0	564	645	614	0	0	347	81	2358
Added	0	0	0	0	0	56	52	0	0	0	0	0	108
Total	0	0	0	107	0	620	697	614	0	0	347	81	2466
<b>#30 SR-88 / SR-12 (South)</b>													
Base	32	895	2	3	518	262	276	1	20	2	3	2	2016
Added	0	35	0	0	37	15	14	0	0	0	0	0	101
Total	32	930	2	3	555	277	290	1	20	2	3	2	2117
<b>#31 SR-88 / Kettleman</b>													
Base	22	672	20	7	439	100	256	104	33	17	77	8	1755
Added	0	30	0	0	33	5	4	0	0	0	0	0	72
Total	22	702	20	7	472	105	260	104	33	17	77	8	1827
<b>#32 SR-12 / SR-99 SB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	1	0	14	1	0	16
Total	0	0	0	0	0	0	0	1	0	14	1	0	16
<b>#33 SR-12 / SR-99 NB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	13	0	0	0	0	1	0	0	15	0	29
Total	0	0	13	0	0	0	0	1	0	0	15	0	29
<b>#34 Kettleman / SR-99 SB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	4	0	8	0	0	4	0	16
Total	0	0	0	0	0	4	0	8	0	0	4	0	16
<b>#35 Kettleman / SR-99 NB Ramps</b>													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	4	4	0	0	4	0	12
Total	0	0	0	0	0	0	4	4	0	0	4	0	12
<b>#36 SR-49 / Pleasant Valley</b>													
Base	155	0	250	0	0	0	604	281	325	380	0	0	1995
Added	10	0	38	0	0	0	0	9	36	0	0	0	93
Total	165	0	288	0	0	0	604	290	361	380	0	0	2088

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Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total					
	Left	Thru	Right	Left	Thru	Right	Left	Thru						
<b>#37 SR-16 / Ione</b>														
Base	78	0	1	0	0	0	0	652	190	0	386	0	1307	
Added	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	78	0	1	0	0	0	0	652	190	0	386	0	1307	
<b>#38 SR-16 / Murietta South Pkwy</b>														
Base	0	0	0	2	11	3	126	208	834	0	2	445	12	1643
Added	0	0	0	0	0	0	0	0	78	0	0	85	0	163
Total	0	0	0	2	11	3	126	208	912	0	2	530	12	1806
<b>#39 SR-16 / Murietta Pkwy</b>														
Base	147	195	55	55	114	177	212	938	179	45	469	55	2641	
Added	0	0	0	0	0	0	0	78	0	0	84	0	162	
Total	147	195	55	55	114	177	212	1016	179	45	553	55	2803	
<b>#40 SR-16 / Stone House</b>														
Base	0	0	0	129	0	36	85	1205	0	0	710	81	2246	
Added	0	0	0	0	0	0	0	78	0	0	84	0	162	
Total	0	0	0	129	0	36	85	1283	0	0	794	81	2408	
<b>#41 SR-16 / Latrobe (Sac)</b>														
Base	9	0	4	9	0	47	60	1329	22	4	780	15	2279	
Added	0	0	0	0	0	0	0	78	0	0	84	0	162	
Total	9	0	4	9	0	47	60	1407	22	4	864	15	2441	
<b>#42 SR-16 / Dillard</b>														
Base	104	0	145	0	0	0	0	1271	284	89	742	0	2635	
Added	0	0	1	0	0	0	0	77	0	1	83	0	162	
Total	104	0	146	0	0	0	0	1348	284	90	825	0	2797	
<b>#43 SR-16 / Sloughhouse</b>														
Base	6	0	81	0	0	0	0	1479	12	44	794	0	2416	
Added	0	0	0	0	0	0	0	77	0	0	83	0	160	
Total	6	0	81	0	0	0	0	1556	12	44	877	0	2576	
<b>#44 SR-16 / Grant Lane</b>														
Base	0	615	78	178	887	149	214	1406	64	84	618	103	4396	
Added	0	0	8	0	0	0	0	69	0	8	75	0	160	
Total	0	615	86	178	887	149	214	1475	64	92	693	103	4556	
<b>#45 SR-16 / Sunrise</b>														
Base	10	769	134	441	1442	276	193	1162	51	65	558	203	5304	
Added	0	0	4	18	0	0	0	48	0	4	52	19	145	
Total	10	769	138	459	1442	276	193	1210	51	69	610	222	5449	

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Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Thru	Left	Thru	Left	Thru	Left	Thru	
<b>#46 SR-16 / Excelsior</b>									
Base	43	103	137	22	312	173	195	1291	268
Added	0	0	2	1	0	0	45	0	2
Total	43	103	139	23	312	173	195	1336	268
<b>#47 SR-16 / Bradshaw</b>									
Base	135	931	94	458	1453	672	425	1152	169
Added	0	0	2	6	0	0	37	0	2
Total	135	931	96	464	1453	672	425	1189	169
<b>#101 SR-49 / Project Access</b>									
Base	0	877	0	0	619	0	0	0	0
Added	0	0	95	64	0	0	0	0	103
Total	0	877	95	64	619	0	0	0	103
<b>#174 SR-49 / Project Service Access</b>									
Base	0	877	0	0	619	0	0	0	0
Added	0	95	63	0	103	0	0	0	68
Total	0	972	63	0	722	0	0	0	68
<b>#176 Internal Project Intersection</b>									
Base	0	0	0	0	0	0	0	0	0
Added	0	0	63	0	0	0	159	0	68
Total	0	0	63	0	0	0	159	0	68

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Node Intersection	Northbound		Southbound		Eastbound		Westbound	
	L	T	L	T	L	T	L	T
6 SR-49 / Millie	51	236	0	0	180	8	6	0
7 SR-49 / Main-	72	219	349	22	154	27	20	94
8 SR-49 / Popla	53	686	0	0	395	9	0	59
9 SR-49 / Empir	172	697	8	5	480	0	14	2
10 SR-49 / SR-16	307	0	133	0	0	0	0	484
23 SR-16 / SR-12	14	0	202	0	0	0	0	808
24 SR-16 / Lacro	0	0	0	197	0	8	6	616
25 SR-104 (Prest	160	288	205	51	313	47	36	28
26 SR-104 (Main)	242	10	18	3	11	24	51	285
28 SR-88 / SR-12	0	0	0	5	0	226	210	531
101 SR-49 / Proje	0	877	0	0	619	0	0	0
174 SR-49 / Proje	0	877	0	0	619	0	0	0

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Node Intersection	Intersection Volume Report			
	Future Volume Alternative		Future Volume Alternative	
	Northbound	Southbound	Eastbound	Westbound
	L-T-R	L-T-R	L-T-R	L-T-R
6 SR-49 / Millie	51 285 0	0 225 8	6 0 22	0 0 0
7 SR-49 / Main-	81 268 350	22 199 27	20 94 74	165 80 19
8 SR-49 / Popla	56 745 0	0 450 9	9 0 62	0 0 0
9 SR-49 / Empir	179 759 8	5 537 9	14 2 143	2 9 3
10 SR-49 / SR-16	307 0 144	0 0 0	0 631 526	242 494 0
23 SR-16 / SR-12	14 0 270	0 0 0	0 887 27	149 652 0
24 SR-16 / Latro	0 0 0	197 0 8	6 685 0	0 0 483
25 SR-104 (Presc)	160 288 271	53 313 47	36 28 115	224 225 35
26 SR-104 (Main)	307 10 18	3 11 24	51 286 366	5 213 5
28 SR-88 / SR-12	0 0 0	5 0 293	272 534 0	0 0 450
101 SR-49 / Proje	0 877 95	64 619 0	0 0 0	103 0 69
174 SR-49 / Proje	0 972 63	0 722 0	0 0 0	0 68 0

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Intersection	Impact Analysis Report			
	Level Of Service		Level Of Service	
	Base Del/V	Future Del/V	Change In	
	LOS Veh C	LOS Veh C		
# 6 SR-49 / Miller Way	B 10.2 0.000	B 10.8 0.000	+ 0.517 D/V	
# 7 SR-49 / Main-Fiddletown	F 246.2 0.000	F 454.4 0.000	+208.264 D/V	
# 8 SR-49 / Poplar	B 14.1 0.000	C 15.4 0.000	+ 1.293 D/V	
# 9 SR-49 / Empire	F 56.0 0.000	F 73.6 0.000	+17.664 D/V	
# 10 SR-49 / SR-16	F 470.7 0.000	F 981.5 0.000	+510.828 D/V	
# 23 SR-16 / SR-124	D 28.5 0.000	F 57.7 0.000	+29.197 D/V	
# 24 SR-16 / Latrobe (Amador)	F 89.8 0.000	F 179.2 0.000	+89.419 D/V	
# 25 SR-104 (Preston) / SR-124 (Nor)	F 659.6 0.000	F OVRFL 0.000	+568.342 D/V	
# 26 SR-104 (Main) / SR-124 (Church)	F 111.4 0.000	F 245.0 0.000	+133.566 D/V	
# 28 SR-88 / SR-124	C 16.6 0.000	C 19.7 0.000	+ 3.155 D/V	
#101 SR-49 / Project Access	A 0.0 0.000	F 180.2 0.000	+180.193 D/V	
#174 SR-49 / Project Service Access	A 0.0 0.000	F 146.7 0.000	+146.656 D/V	

Ione Casino  
 Cumulative Plus Project Alternative D - Friday  
 PM Peak Hour

Intersection	Base Met	Future Met
# 6 SR-49 / Miller Way	???	No
# 7 SR-49 / Main-Fiddletown	???	Yes
# 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)	???	Yes
# 26 SR-104 (Main) / SR-124 (Church)	???	Yes
# 28 SR-88 / SR-124	???	No
#101 SR-49 / Project Access	???	Yes
#174 SR-49 / Project Service Access	???	No

Ione Casino  
 Cumulative Plus Project Alternative D - Friday  
 PM Peak Hour

Intersection	Future Volume	Future Volume Alternative	Peak Hour Warrant	NOT Met
Intersection #6 SR-49 / Miller Way				
Future Volume Alternative: Peak Hour Warrant NOT Met				
Approach: North Bound	L - T - R	L - T - R	L - T - R	L - T - R
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.:	56 315	0 0 249	9 7	10 8
ApproachDel:	xxxxxx	xxxxxx		xxxxxx
Approach[leastbound][lanes=1][control=Stop]				
Signal Warrant Rule #1: [vehicle-hours=0.1]				
Signal Warrant Rule #2: [approach volume=31]				
Signal Warrant Rule #3: [total volume=660]				
SUCCESS - Total volume greater than or equal to 650 for intersection with less than four approaches.				

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Signal Warrant Report

Intersection #7 SR-49 / Main-Fiddletown

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 1 0 0 1	0 0 1 0 0
Final Vol.:	85 281 366	23 208 28	21 98 77	173 84 20
Approachdel:	xxxxxx	xxxxxx	35.0	454.4

Approach(eastbound) [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=197]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1465]

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=14.9]

SUCCESS - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=276]

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

Signal Warrant Rule #3: [approach count=4] [total volume=1465]

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

Ione Casino  
Cumulative Plus Project Alternative D - 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.:	60 801 0	0 484 10	10 0 67	0 0 0 0
Approachdel:	xxxxxx	xxxxxx	15.4	xxxxxx

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

Signal Warrant Rule #1: [vehicle-hours=0.3]

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

Signal Warrant Rule #2: [approach volume=76]

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

Signal Warrant Rule #3: [approach count=3] [total volume=1431]

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

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Signal Warrant Report

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*****
Intersection #9 SR-49 / Emplre
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.: 190 807 9 5 571 10 15 2 152 2 10 3
ApproachDel: xxxxxx 24.8 73.6

Approach(eastbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=1.2]
Signal Warrant Rule #2: [approach volume=169]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4] [total volume=1775]
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=0.3]
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=1775]
SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

```

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Signal Warrant Report

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*****
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
Final Vol.: 318 0 149 0 0 0 0 0 654 545 251 512 0
ApproachDel: 981.5 xxxxxx xxxxxx

Approach(northbound) [lanes=2] [control=Stop]
Signal Warrant Rule #1: [vehicle-hours=127.4]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=467]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=2429]
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

```

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Signal Warrant Report

Intersection #23 SR-16 / SR-124  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 1 0 0  
 Final Vol.: 14 0 0 279 0 0 0 0 0 916 28 154 674 0  
 Approachdel: xxxxxx xxxxxx xxxxxx  
 Approach[northbound] [lanes=2] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=4.7]  
 Fail - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: [approach volume=293]  
 SUCCEED - Approach volume >= 150 for two or more lane approach.  
 Signal Warrant Rule #3: [approach count=3] [total volume=2065]  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Signal Warrant Report

Intersection #24 SR-16 / Latrobe [Amador]  
 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: 0 0 0 0 0 0 1 1 0 0 0 1 0 0 0 1 0  
 Final Vol.: 0 0 0 206 0 8 6 726 0 0 505 139  
 Approachdel: xxxxxx 179.2 xxxxxx xxxxxx  
 Approach[southbound] [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=10.7]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=214]  
 SUCCEED - Approach volume greater than or equal to 100 for one 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  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
 Intersection #25 SR-104 (Praetori / 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  
 Final Vol.: 169 304 286 56 330 50 38 30 121 236 26 37  
 ApproachDel: xxxxxx xxxxxx 69.3 1237.9  
 Approach(eastbound) [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=3.6]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=189]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1682]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Signal Warrant Report

\*\*\*\*\*  
 Intersection #26 SR-104 (Main) / SR-124 (Church)  
 Future Volume Alternative: Peak Hour Warrant Met  
 Approach: North Bound South Bound East Bound West Bound  
 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  
 Final Vol.: 326 11 19 3 12 25 54 303 388 5 226 5  
 ApproachDel: 245.0 14.7 xxxxxx xxxxxx  
 Approach(northbound) [lanes=1] [control=Stop]  
 Signal Warrant Rule #1: [vehicle-hours=24.2]  
 SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=355]  
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4] [total volume=1378]  
 SUCCEED - Total volume greater than or equal to 800 for intersection  
 with four or more approaches.

Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Signal Warrant Report

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*****
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 1 0
Final Vol.: 0 0 0 0 5 0 318 295 579 0 0 488 3
ApproachDel: xxxxxx 19.7 xxxxxx xxxxxx

Approach(southbound) (lanes=2) (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=1.8)
Fail - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: (approach volume=323)
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: (approach count=3) (total volume=1689)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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Ione Casino  
Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Signal Warrant Report

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*****
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 1 1 0 0 1 0 0 0 0 0 0 0 0 1
Final Vol.: 0 932 101 68 658 0 0 0 0 109 0 0 73
ApproachDel: xxxxxx xxxxxx xxxxxx 180.2

Approach(westbound) (lanes=2) (control=Stop)
Signal Warrant Rule #1: (vehicle-hours=9.11)
SUCCEED - Vehicle-hours >= 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=1942)
SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

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Ione Casino  
 Cumulative Plus Project Alternative D - Friday  
 PM Peak Hour

Signal Warrant Report

Intersection #174 SR-49 / Project Service Access  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Lanes: 0 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0 0 1  
 Final Vol.: 0 1033 67 0 767 0 0 0 0 0 72 0 0 1  
 ApproachDel: xxxxxx xxxxxx xxxxxx 146.7

ApproachWestbound(Lanes=2)(Control=Stop)  
 Signal Warrant Rule #1: (vehicle-hours=2.9)  
 FAIL - Vehicle-hours less than 5 for two or more lane approach.  
 Signal Warrant Rule #2: (approach volume=72)  
 FAIL - Approach volume less than 150 for two or more lane approach.  
 Signal Warrant Rule #3: (approach count=3)(total volume=1939)  
 SUCCEED - Total volume greater than or equal to 650 for intersection  
 with less than four approaches.

Ione Casino  
 Cumulative Plus Project Alternative D - Friday  
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #6 SR-49 / Miller Way  
 Average Delay (sec/veh): 1.2 Worst Case Level Of Service: B (10.8)  
 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 11 0 0 0 0 0 0

Volume Module:  
 Base Vol: 51 236 0 0 180 8 6 0 22 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bst: 51 236 0 0 180 8 6 0 22 0 0  
 Added Vol: 0 49 0 0 45 0 0 0 0 0 0  
 PassengerVol: 0 0 0 0 0 0 0 0 0 0  
 Initial Pct: 51 285 0 0 225 8 6 0 22 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PPR Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
 PPR Volume: 56 315 0 0 249 9 7 0 24 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0  
 Final Vol.: 56 315 0 0 249 9 7 0 24 0 0

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

Capacity Module:  
 Conflict Vol: 258 xxxxx xxxxx xxxxx 681 xxxxx 253 xxxxx xxxxx  
 Percent Cap: 1273 xxxxx xxxxx xxxxx 419 xxxxx 790 xxxxx xxxxx  
 Move Cap: 1273 xxxxx xxxxx xxxxx 405 xxxxx 790 xxxxx xxxxx  
 Volume/Cap: 0.04 xxxxx xxxxx xxxxx 0.02 xxxxx 0.03 xxxxx xxxxx

Level Of Service Module:  
 Queue: 0.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Stopped Del: 8.0 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  
 SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \*  
 ApproachDel: xxxxxx \* xxxxxx \* 10.8 \* xxxxxx \*  
 ApproachLOS: \* \* \* \* \* B

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

Intersection #7 SR-49 / Main-Fiddletown  
 Average Delay (sec/Veh): 91.1 Worst Case Level Of Service: F(154.4)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module:  
 Base Vol: 72 219 349 22 154 27 20 94 66 164 80 19  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Gse: 72 219 349 22 154 27 20 94 66 164 80 19  
 Added Vol: 9 49 1 0 45 0 0 0 8 1 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 81 268 350 0 22 199 27 20 94 74 165 80 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  
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96  
 PBF Volume: 85 281 366 23 208 28 21 98 77 173 84 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 85 281 366 23 208 28 21 98 77 173 84 20

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

Capacity Module:  
 Conflict Vol: 237 xxxxx 697 xxxxx 954 1085 223 990 916 464  
 Percent Cap: 1296 xxxxx 910 xxxxx 240 218 822 227 274 602  
 Move Cap: 1296 xxxxx 910 xxxxx 160 198 822 117 249 602  
 Volume/Cap: 0.07 xxxxx 0.03 xxxxx 0.13 0.50 0.09 1.47 0.34 0.03

Level Of Service Module:  
 Queue: 0.2 xxxxx 0.1 xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx  
 Stopped Del: 8.0 xxxxx 9.1 xxxxx xxxxx xxxxx 9.8 xxxxx xxxxx xxxxx  
 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: xxxxx xxxxx xxxxx xxxxx xxxxx 190 xxxxx xxxxx 150 xxxxx  
 ShareDel: xxxxx xxxxx xxxxx xxxxx xxxxx 3.6 xxxxx xxxxx 20.8 xxxxx  
 Shared LOS: xxxxx xxxxx xxxxx xxxxx xxxxx 51.3 xxxxx xxxxx 45.4 xxxxx  
 Shared LOS: A \* \* \* \* \* F \* \* \* \* \* F \* \* \* \* \*  
 ApproachDel: xxxxxx \* xxxxxx \* 35.0 \* 454.4 \*  
 ApproachLOS: \* \* \* \* \* D \* \* \* \* \* F \* \* \* \* \*

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

Intersection #8 SR-49 / Poplar  
 Average Delay (sec/Veh): 1.2 Worst Case Level Of Service: C(15.4)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled  
 Rights: Include Include Include Include  
 Lanes: 0 1 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0

Volume Module:  
 Base Vol: 53 686 0 0 395 9 9 0 59 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  
 Initial Gse: 53 686 0 0 395 9 9 0 59 0 0 0  
 Added Vol: 3 59 0 0 55 0 0 0 3 0 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 56 745 0 0 450 9 9 0 62 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  
 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93  
 PBF Volume: 60 801 0 0 484 10 10 0 67 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 60 801 0 0 484 10 10 0 67 0 0 0

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

Capacity Module:  
 Conflict Vol: 494 xxxxx xxxxx xxxxx 1410 xxxxx 489 xxxxx xxxxx  
 Percent Cap: 1040 xxxxx xxxxx xxxxx 154 xxxxx 583 xxxxx xxxxx  
 Move Cap: 1040 xxxxx xxxxx xxxxx 147 xxxxx 583 xxxxx xxxxx  
 Volume/Cap: 0.06 xxxxx 0.07 xxxxx 0.07 xxxxx 0.11 xxxxx xxxxx xxxxx

Level Of Service Module:  
 Queue: 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Stopped Del: 8.7 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 424 xxxxx xxxxx xxxxx  
 ShareDel: 0.2 xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: 8.7 xxxxx xxxxx xxxxx xxxxx 15.4 xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: A \* \* \* \* \* C \* \* \* \* \* C \* \* \* \* \*  
 ApproachDel: xxxxxx \* xxxxxx \* 15.4 \* xxxxxx \*  
 ApproachLOS: \* \* \* \* \* C \* \* \* \* \* C \* \* \* \* \*

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #9 SR-49 / Empire  
 Average Delay (sec/veh): 4.0 Worst Case Level Of Service: F [73.6]  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 1 0 0 0 0 1 0 0 1 0 0 1 0 0 0

Volume Module:  
 Base Vol: 172 697 8 5 480 9 14 2 137 2 9 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 172 697 8 5 480 9 14 2 137 2 9 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: 179 759 8 5 537 9 14 2 143 2 9 3  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PHF Volume: 190 807 9 5 571 10 15 2 152 2 10 3  
 Product Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 190 807 9 5 571 10 15 2 152 2 10 3

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

Capacity Module:  
 Critical Vol: 580 xxxxxx 815 xxxxxx 1784 1782 575 1854 1782 811  
 Potent Cap: 965 xxxxxx 787 xxxxxx 47 64 521 33 64 383  
 Move Cap: 0.20 xxxxxx 0.01 xxxxxx 0.32 0.03 0.29 0.06 0.15 0.01  
 Volume/Cap: 0.20 xxxxxx 0.01 xxxxxx 0.32 0.03 0.29 0.06 0.15 0.01

Level Of Service Module:  
 Queue: 0.7 xxxxxx 0.0 xxxxxx xxxxxx xxxxxx 1.2 xxxxxx xxxxxx  
 Stopped Del: 9.6 xxxxxx 9.6 xxxxxx xxxxxx xxxxxx 14.7 xxxxxx xxxxxx  
 LOS by Move: A \* A \* \* \* \* B \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: xxxxxx xxxxxx xxxxxx xxxxxx 48 xxxxxx xxxxxx 67 xxxxxx  
 Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx 1.2 xxxxxx xxxxxx 0.8 xxxxxx  
 Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx 115.0 xxxxxx xxxxxx 73.6 xxxxxx  
 Shared LOS: \* \* \* \* \* F \* \* \* \* \* F \* \* \* \* \*  
 ApproachDel: xxxxxx \* xxxxxx \* 24.8 \* 73.6 \*  
 ApproachLOS: \* \* \* \* \* C \* F

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #10 SR-49 / SR-16  
 Average Delay (sec/veh): 189.9 Worst Case Level Of Service: F [91.5]  
 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 Channel Stop Sign Channel  
 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:  
 Base Vol: 307 0 133 0 0 0 0 484 526 230 335 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 307 0 133 0 0 0 0 484 526 230 335 0  
 Added Vol: 0 0 0 0 0 0 0 147 0 12 159 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 307 0 144 0 0 0 0 631 526 242 494 0  
 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: 318 0 149 0 0 0 0 654 545 251 512 0  
 Product Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 318 0 149 0 0 0 0 654 545 251 512 0

Critical Gap Module:  
 Critical Gap: 6.5 xxxxxx 6.3 xxxxxx xxxxxx xxxxxx 4.2 xxxxxx  
 FollowUpTrm: 3.6 xxxxxx 3.4 xxxxxx xxxxxx xxxxxx 2.3 xxxxxx

Capacity Module:  
 Critical Vol: 1667 xxxxxx 654 xxxxxx xxxxxx xxxxxx 654 xxxxxx  
 Potent Cap: 103 xxxxxx 456 xxxxxx xxxxxx xxxxxx 905 xxxxxx  
 Move Cap: 81 xxxxxx 456 xxxxxx xxxxxx xxxxxx 905 xxxxxx  
 Volume/Cap: 3.95 xxxxxx 0.33 xxxxxx xxxxxx xxxxxx 0.28 xxxxxx

Level Of Service Module:  
 Queue: 33.3 xxxxx 1.4 xxxxxx xxxxxx xxxxxx 1.1 xxxxxx  
 Stopped Del: 1434 xxxxx 16.7 xxxxxx xxxxxx xxxxxx 10.5 xxxxxx  
 LOS by Move: F \* C \* \* \* \* B \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: xxxxxx xxxxxx xxxxxx xxxxxx 48 xxxxxx xxxxxx 67 xxxxxx  
 Shared Queue: xxxxxx xxxxxx xxxxxx xxxxxx 1.2 xxxxxx xxxxxx 0.8 xxxxxx  
 Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx 115.0 xxxxxx xxxxxx 73.6 xxxxxx  
 Shared LOS: \* \* \* \* \* F \* \* \* \* \* F \* \* \* \* \*  
 ApproachDel: xxxxxx \* xxxxxx \* 981.5 \* xxxxxx \*  
 ApproachLOS: \* \* \* \* \* F

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

Intersection #23 SR-16 / SR-124  
 Average Delay (sec/veh): 9.0 Worst Case Level Of Service: F (57.7)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Channel Include  
 Lanes: 1 0 0 0 1 0 0 0 0 0 1 0 1 1 0 0 0  
 Volume Module:  
 Base Vol: 14 0 202 0 0 0 0 808 27 75 567  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 14 0 202 0 0 0 0 808 27 75 567  
 Added Vol: 0 0 68 0 0 0 0 79 0 74 85  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 14 0 270 0 0 0 0 887 27 149 652  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97  
 PHF Volume: 14 0 279 0 0 0 0 916 28 154 674  
 Product Vol: 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 14 0 279 0 0 0 0 916 28 154 674  
 Critical Gap Module:  
 Critical Gap: 6.3 xxxxx xxxxx xxxxx xxxxx xxxxx 4.2 xxxxx xxxxx  
 FollowUpTime: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx

Capacity Module:  
 Conflict Vol: 1898 xxxxx 916 xxxxx xxxxx xxxxx xxxxx 916 xxxxx xxxxx  
 Potent Cap: 75 xxxxx 326 xxxxx xxxxx xxxxx xxxxx 720 xxxxx xxxxx  
 Move Cap: 63 xxxxx 326 xxxxx xxxxx xxxxx xxxxx 720 xxxxx xxxxx  
 Volume/Cap: 0.23 xxxxx 0.86 xxxxx xxxxx xxxxx xxxxx 0.21 xxxxx xxxxx  
 Level Of Service Module:  
 Queue: 0.8 xxxxx 7.7 xxxxx xxxxx xxxxx xxxxx xxxxx 0.8 xxxxx xxxxx  
 Stopped Del: 79.1 xxxxx 56.6 xxxxx xxxxx xxxxx xxxxx xxxxx 11.4 xxxxx xxxxx  
 LOS by Move: F \* F \* LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx  
 ShareQueue: xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx  
 Shrd StpDel: xxx xxx xxxxxx xxx xxx xxxxxx xxx xxx xxxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: 57.7 \* \* \* \* \*  
 ApproachLOS: F \* \* \* \* \*

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

Intersection #24 SR-16 / Latrobe (Amdor)  
 Average Delay (sec/veh): 24.2 Worst Case Level Of Service: F (179.2)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Include Channel 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 0 197 0 8 6 616 0 0 398 133  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 197 0 8 6 616 0 0 398 133  
 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 0 197 0 8 6 695 0 0 483 133  
 User Adj: 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  
 PHF Volume: 0 0 0 206 0 8 6 726 0 0 505 139  
 Product Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 0 0 0 206 0 8 6 726 0 0 505 139  
 Critical Gap Module:  
 Critical Gap: 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx  
 FollowUpTime: 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
 Conflict Vol: xxx xxx xxxxx 1313 xxxxx 574 644 xxxxx xxxxx xxxxx  
 Potent Cap: xxx xxx xxxxx 176 xxxxx 522 916 xxxxx xxxxx xxxxx  
 Move Cap: xxx xxx xxxxx 176 xxxxx 522 916 xxxxx xxxxx xxxxx  
 Volume/Cap: xxx xxx xxxxx 1.17 xxxxx 0.02 0.01 xxxxx xxxxx xxxxx  
 Level Of Service Module:  
 Queue: xxxxx xxx xxxxxx xxx xxx xxxxxx 0.0 xxx xxx xxxxxx  
 Stopped Del: xxx xxx xxxxxx xxx xxx xxxxxx 8.9 xxx xxx xxxxxx  
 LOS by Move: \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: xxx xxx xxxxxx xxx xxx xxxxxx 180 xxx xxx xxxxxx  
 ShareQueue: xxx xxx xxxxxx xxx xxx xxxxxx 0.0 xxx xxx xxxxxx  
 Shrd StpDel: xxx xxx xxxxxx xxx xxx xxxxxx 11.3 xxx xxx xxxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: \* \* \* \* \* 179.2  
 ApproachLOS: \* \* \* \* \* F

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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): 229.4 Worst Case Level Of Service: F(1237.9)  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
Rights: Include Include Include Include  
Lanes: 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module:  
Base Vol: 160 288 205 51 313 47 36 28 115 152 25 33  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 160 288 205 51 313 47 36 28 115 152 25 33  
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: 160 288 271 53 313 47 36 28 115 224 25 35  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95  
PHF Volume: 169 304 286 56 330 50 38 30 121 236 26 37  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 169 304 286 56 330 50 38 30 121 236 26 37  
Critical Gap Module:  
Critical Gap: 4.2 xxxxxx 4.2 xxxxxx 7.1 6.5 6.2 7.2 6.6 6.3  
FollowUpTim: 2.3 xxxxxx 2.3 xxxxxx 3.5 4.0 3.3 3.5 4.0 3.3

Capacity Module:  
CrntJct Vol: 380 xxxxxx 590 xxxxxx 1283 1394 355 1326 1276 447  
Potent Cap.: 1157 xxxxxx 966 xxxxxx 143 143 693 131 164 605  
Move Cap.: 1157 xxxxxx 966 xxxxxx 96 113 693 73 130 605  
Volume/Cap: 0.15 xxxxxx 0.06 xxxxxx 0.40 0.26 0.17 3.26 0.20 0.06  
Level Of Service Module:  
Queue: 0.5 xxxxxx 0.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Stopped Del: 8.6 xxxxxx 9.0 xxxxxx xxxxxx 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 xxxxxx xxxxxx  
Shrd StpDel: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx  
Shred LOS: \*  
ApproachDel: xxxxxx xxxxxx \* \* \* \* \* 69.3 1237.9  
ApproachLOS: \*

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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): 63.9 Worst Case Level Of Service: F(245.0)  
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 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0 0

Volume Module:  
Base Vol: 242 10 18 3 11 24 51 285 295 5 212 5  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 242 10 18 3 11 24 51 285 295 5 212 5  
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: 307 10 18 3 11 24 51 286 366 5 213 5  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
PHF Volume: 326 11 19 3 12 25 54 303 388 5 226 5  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 326 11 19 3 12 25 54 303 388 5 226 5  
Critical Gap Module:  
Critical Gap: 7.2 6.6 6.3 3.5 4.0 3.3 4.2 xxxxxx 4.2 xxxxxx  
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.3 xxxxxx 2.3 xxxxxx

Capacity Module:  
CrntJct Vol: 863 847 497 859 1039 229 231 xxxxxx 693 xxxxxx  
Potent Cap.: 271 295 567 273 228 803 1313 xxxxxx 885 xxxxxx  
Move Cap.: 243 281 567 247 217 803 1313 xxxxxx 885 xxxxxx  
Volume/Cap: 1.34 0.04 0.03 0.01 0.05 0.03 0.04 xxxxxx 0.01 xxxxxx  
Level Of Service Module:  
Queue: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 0.1 xxxxxx 0.0 xxxxxx  
Stopped Del: xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx 7.9 xxxxxx 9.1 xxxxxx  
LOS by Move: \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxxx 252 xxxxxx xxxxxx 410 xxxxxx xxxxxx xxxxxx xxxxxx  
Shrd StpDel: xxxxxx 19.7 xxxxxx xxxxxx 0.3 xxxxxx xxxxxx xxxxxx xxxxxx  
Shred LOS: \*  
ApproachDel: \*  
ApproachLOS: \*

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PM Peak Hour

Level Of Service Computation Report  
 \*\*\*\*\*  
 Intersection #28 SR-88 / SR-124  
 Average Delay (sec/Veh): 5.5 Worst Case Level Of Service: C [19.7]  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Stop Sign Stop Sign Uncontrolled Uncontrolled  
 Rights: Include Channel Include Include  
 Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 0 0 1 0  
 Volume Module:  
 Base Vol: 0 0 0 5 0 226 210 531 0 0 447 3  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 5 0 226 210 531 0 0 447 3  
 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 5 0 293 272 534 0 0 450 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  
 Pbf Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
 Pbf Volume: 0 0 0 5 0 318 295 579 0 0 488 3  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 0 0 0 5 0 318 295 579 0 0 488 3  
 Critical Gap Module:  
 Critical Gap Module: 6.5 xxxxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx  
 FollowUpPrim: xxxxx xxxxx 3.4 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Capacity Module:  
 Conflict Vol: xxxxx xxxxx 1659 xxxxx 490 491 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Potent Cap.: xxxxx xxxxx xxxxx 104 xxxxx 567 1047 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Move Cap.: xxxxx xxxxx xxxxx 81 xxxxx 567 1047 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Volume/Cap: xxxxx xxxxx xxxxx 0.07 xxxxx 0.56 0.28 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Level Of Service Module:  
 Queue: xxxxx xxxxx xxxxx 0.2 xxxxx 3.4 1.2 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Stopped Del: xxxxx xxxxx xxxxx 52.5 xxxxx 19.2 9.8 xxxxx xxxxx xxxxx xxxxx xxxxx  
 LOS by Move: \* \* \* \* \* F  
 Movement: \* \* \* \* \* A  
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 ShareQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 ShareDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApprochDel: xxxxxx 19.7 C  
 ApproachLOS: \* C

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Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Level Of Service Computation Report  
 \*\*\*\*\*  
 Intersection #101 SR-49 / Project Access  
 Average Delay (sec/Veh): 17.4 Worst Case Level Of Service: F [180.2]  
 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 1 0 0 0 0 0 0 0 0 0 0 0 1  
 Volume Module:  
 Base Vol: 0 877 0 0 619 0 0 0 0 0 0 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 877 0 0 619 0 0 0 0 0 0 0  
 Added Vol: 0 0 95 64 0 0 0 0 103 0 69 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 877 95 64 619 0 0 0 103 0 69 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Pbf Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 Pbf Volume: 0 932 101 68 658 0 0 0 109 0 73 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 0 932 101 68 658 0 0 0 109 0 73 0  
 Critical Gap Module:  
 Critical Gap Module: 4.2 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 xxxxx 6.2  
 FollowUpPrim: xxxxx xxxxx 2.3 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 xxxxx 3.3  
 Capacity Module:  
 Conflict Vol: xxxxx xxxxx xxxxx 1033 xxxxx xxxxx xxxxx xxxxx xxxxx 1776 xxxxx 982  
 Potent Cap.: xxxxx xxxxx xxxxx 650 xxxxx xxxxx xxxxx xxxxx xxxxx 92 xxxxx 305  
 Move Cap.: xxxxx xxxxx xxxxx 650 xxxxx xxxxx xxxxx xxxxx xxxxx 84 xxxxx 305  
 Volume/Cap: xxxxx xxxxx xxxxx 0.10 xxxxx xxxxx xxxxx xxxxx xxxxx 1.50 xxxxx 0.24  
 Level Of Service Module:  
 Queue: xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx xxxxx xxxxx 8.2 xxxxx 0.9  
 Stopped Del: xxxxx xxxxx xxxxx 11.2 xxxxx xxxxx xxxxx xxxxx xxxxx 287.2 xxxxx 20.5  
 LOS by Move: \* \* \* \* \* B  
 Movement: \* \* \* \* \* C  
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 ShareQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 ShareDel: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApprochDel: xxxxxx 11.2 B  
 ApproachLOS: \* B F



Cumulative Plus Project Alternative D - Friday  
PM Peak Hour

Level Of Service Computation Report

\*\*\*\*\* 2000 HCM Unsignalized Method (Future Volume Alternative) \*\*\*\*\*  
 Intersection #174 SR-49 / Project Service Access  
 Average Delay (sec/veh): 5.5 Morat Case Level Of Service: F(146.7)  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign  
 Rights: Include Include Include Include  
 Lanes: 0 0 1 0 0 0 1 0 0 0 0 0 1 0 0 0 1

Volume Module:  
 Base Vol: 0 877 0 0 619 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  
 Initial Bse: 0 877 0 0 619 0 0 0 0 0 0 0 0 0 0  
 Added Vol: 0 95 63 0 103 0 0 0 0 0 68 0 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 972 63 0 722 0 0 0 0 0 68 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PPR Adj: 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94  
 PPR Volume: 0 1033 67 0 767 0 0 0 0 0 72 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 0 1033 67 0 767 0 0 0 0 0 72 0 0 0

Critical Gap Module:  
 Critical Gap:xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx 6.4 xxxx xxxxx  
 FollowupPrim:xxxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx 3.5 xxxx xxxxx

Capacity Module:  
 Conflict Vol: xxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx 1834 xxxx xxxxx  
 Potent Cap: xxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx 85 xxxx xxxxx  
 Move Cap: xxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx 85 xxxx xxxxx  
 Volume/Cap: xxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx 0.85 xxxx xxxxx

Level Of Service Module:  
 Queue: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx 4.5 xxxx xxxxx  
 Scopped Del:xxxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx 146.7 xxxx xxxxx  
 LOS by Move: \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap: xxxx xxxx xxxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx  
 Shared Queue:xxxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel:xxxxx xxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 ApproachDel: xxxxxx \* xxxxxx \* xxxxxx \* 146.7  
 ApproachLOS: \* \* \* \* \*

Cumulative Plus Project Alternative D - 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): 4.9 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: Include Channel Include Include Include
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 1 0

Volume Module:
Base Vol: 0 0 0 5 0 226 210 531 0 0 447 3
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 5 0 226 210 531 0 0 447 3

Capacity Module:
Conflict Vol: xxx xxx xxx xxx 1530 xxx 452 453 xxx xxx xxx xxx xxx xxx
Potential Cap: xxx xxx xxx xxx 125 xxx 596 1082 xxx xxx xxx xxx xxx xxx
Move Cap: xxx xxx xxx xxx 101 xxx 596 1082 xxx xxx xxx xxx xxx xxx
Volume/Cap: xxx xxx xxx xxx 0.05 xxx 0.49 0.25 xxx xxx xxx xxx xxx xxx

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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): 133.0 Worst Case Level Of Service: F [48.2]

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Channel Include 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 0 107 0 564 645 614 0 0 347 81
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 107 0 564 645 614 0 0 347 81

Capacity Module:
Conflict Vol: xxx xxx xxx xxx 2396 xxx 388 428 xxx xxx xxx xxx xxx xxx
Potential Cap: xxx xxx xxx xxx 35 xxx 648 1121 xxx xxx xxx xxx xxx xxx
Move Cap: xxx xxx xxx xxx 18 xxx 648 1121 xxx xxx xxx xxx xxx xxx
Volume/Cap: xxx xxx xxx xxx 6.01 xxx 0.96 0.62 xxx xxx xxx xxx xxx xxx

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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): 163.0 Worst Case Level of Service: F(1107.6)

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

Volume Module:

Base Vol:	32 895	2	3 518	262	276	1	20	2	2	3	2
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00
Initial Base:	32 895	2	3 518	262	276	1	20	2	2	3	2
Added Vol:	0	35	0	37	15	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32 930	2	3 555	277	290	1	20	2	2	3	2
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	32 930	2	3 555	277	290	1	20	2	2	3	2
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	32 930	2	3 555	277	290	1	20	2	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
FollowUpTrm:	2.2 xxxxx <td>xxxxx</td> <td>2.3 xxxxx <td>xxxxx</td> <td>3.5 4.0</td> <td>3.3</td> <td>3.5 4.0</td> <td>3.3</td> </td>	xxxxx	2.3 xxxxx <td>xxxxx</td> <td>3.5 4.0</td> <td>3.3</td> <td>3.5 4.0</td> <td>3.3</td>	xxxxx	3.5 4.0	3.3	3.5 4.0	3.3

Capacity Module:

Potential Cap.:	1026 xxxxx	xxxxx	718 xxxxx	xxxxx	90 111	527	71 112	321
Move Cap.:	1026 xxxxx	xxxxx	718 xxxxx	xxxxx	86 108	527	66 108	321
Volume/Cap.:	0.03 xxxxx	xxxxx	0.00 xxxxx	xxxxx	1.39 0.01	0.04	0.03 0.03	0.01

Level of Service Module:

Queue:	0.1 xxxxx	xxxxx	0.0 xxxxx	xxxxx	xxxxx	xxxxx	0.1 xxxxx	xxxxx
Stopped Del:	8.6 xxxxx	xxxxx	10.0 xxxxx	xxxxx	xxxxx	xxxxx	12.1 xxxxx	xxxxx

Level of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #31 SR-88 / Kettleman

Cycle (sec): 70 Critical Vol./Cap. (X): 0.833  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.2  
 Optimal Cycle: OPTIMIZED Level of Service: C

Approach	North Bound	South Bound	East Bound	West Bound
Movement	L - T - R	L - T - R	L - T - R	L - T - R
Control	Protected	Protected	Split Phase	Split Phase
Rights	Include	Include	Include	Include
Lanes	1 0 0 1 0	1 0 0 1 0	0 0 1 0 0	0 0 1 0 0

Volume Module:

Base Vol:	22 672	20	7 439	100	256 104	33	17 77
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00
Initial Base:	22 672	20	7 439	100	256 104	33	17 77
Added Vol:	0	0	0	33	5	4	0
PasserByVol:	0	0	0	0	0	0	0
Initial Fut:	22 702	20	7 472	105	260 104	33	17 77
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00
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:	22 702	20	7 472	105	260 104	33	17 77
Reduce Vol:	0	0	0	0	0	0	0
Final Vol:	22 702	20	7 472	105	260 104	33	17 77

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 Sat.:	1.00 0.97	0.03	1.00 0.82	0.18	0.66 0.26	0.08	0.17 0.76
Final Sat.:	1702 1735	49	1702 1426	317	1157 463	147	302 1365

Capacity Analysis Module:

Vol./Sat:	0.01 0.40	0.40	0.00 0.33	0.33	0.22 0.22	0.22	0.06 0.06
Crit Moves:	0.04 0.44	0.44	0.04 0.44	0.44	0.24 0.24	0.24	0.10 0.10
Green/Cycle:	0.30 0.92	0.92	0.10 0.75	0.75	0.92 0.92	0.92	0.56 0.56
Volume/Cap:	34.8 34.0	34.0	32.8 20.5	20.5	50.1 50.1	50.1	34.1 34.1
Delay/Veh:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00
User Delay:	34.8 34.0	34.0	32.8 20.5	20.5	50.1 50.1	50.1	34.1 34.1
AdjDel/Veh:	1 19	19	0 12	12	13 13	13	3 3
HCM2kVeg:	1 19	19	0 12	12	13 13	13	3 3

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Cumulative plus Project Alternative D - Friday  
PM Peak Hour

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Level Of Service Computation Report
*****
Intersection #36 SR-49 / Pleasant Valley
Level Of Service: E (39.0)
Average Delay (sec/veh): 2.1
Worst Case Level Of Service: E (39.0)
Cycle Time (sec): 100
(Y+R = 4 sec)
Average Delay (sec/veh): 136.5
Loss Time (sec): 0
Optimal Cycle: 0
Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0
Volume Module:
Base Vol: 155 0 250 0 0 0 0 604 281 325 380 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 155 0 250 0 0 0 0 604 281 325 380 0
Added Vol: 10 0 38 0 0 0 0 0 0 0 0 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 0 288 0 0 0 0 604 290 361 380 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Vol: 165 0 288 0 0 0 0 604 290 361 380 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCB Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
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: 165 0 288 0 0 0 0 604 290 361 380 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 0.68 0.32 1.00 1.00 0.00 0
Final Sat.: 201 0 351 0 0 0 0 386 186 479 513 0
Capacity Analysis Module:
Vol/Sat: 0.82 xxx 0.82 xxx xxx xxx 1.56 1.56 0.75 0.74 xxx
Clt Moves: ****
Delay/Veh: 32.3 0.0 32.3 0.0 0.0 0.0 0.0 279 279.0 29.6 26.9 0.0
AdjDel/Veh: 32.3 0.0 32.3 0.0 0.0 0.0 0.0 279 279.0 29.6 26.9 0.0
LOS by Move: D * * * * * F * F * D *
ApproachDel: 32.3 xxxxxx 279.0 28.2
Delay Adj: 1.00 xxxxxx 1.00
ApproachDel: 32.3 xxxxxx 279.0 28.2
LOS by Appr: D * * * * * F *
*****

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Ione Casino  
Cumulative plus Project Alternative D - Friday  
PM Peak Hour

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Level Of Service Computation Report
*****
Intersection #37 SR-16 / Ione
Level Of Service: E (39.0)
Average Delay (sec/veh): 2.1
Worst Case Level Of Service: E (39.0)
Cycle Time (sec): 100
(Y+R = 4 sec)
Average Delay (sec/veh): 136.5
Loss Time (sec): 0
Optimal Cycle: 0
Level Of Service: F
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 78 0 1 0 0 0 0 652 190 0 386 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Base: 78 0 1 0 0 0 0 652 190 0 386 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 78 0 1 0 0 0 0 731 190 0 471 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Vol: 78 0 1 0 0 0 0 731 190 0 471 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Critical Gap Module:
Critical Gap: 6.4 xxx 6.2 xxx xxx xxx xxx xxx xxx xxx xxx xxx
Followup/Tim: 3.5 xxx 3.3 xxx xxx xxx xxx xxx xxx xxx xxx xxx
Capacity Analysis Module:
Cltic Vol: 1297 xxx 826 xxx xxx xxx xxx xxx xxx xxx xxx xxx
Potent Cap.: 180 xxx 375 xxx xxx xxx xxx xxx xxx xxx xxx xxx
Move Cap.: 0.43 xxx 0.00 xxx xxx xxx xxx xxx xxx xxx xxx xxx
Volume/Cap: 0.43 xxx 0.00 xxx xxx xxx xxx xxx xxx xxx xxx xxx
Level Of Service Module:
Queue: 2.0 xxx 0.0 xxx xxx xxx xxx xxx xxx xxx xxx xxx
Stopped Del: 39.3 xxx 14.6 xxx xxx xxx xxx xxx xxx xxx xxx xxx
LOS by Move: E * * * * * B * * * * *
Movement: L - LTR - RT L - LTR - RT L - LTR - RT L - LTR - RT
Shared Cap.: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
SharedQueue: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shrd Stpel: xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx xxx
Shared LOS: * * * * * * * * * * * * * * * *
ApproachDel: 39.0 xxxxxx xxxxxx xxxxxx
Delay Adj: 1.00 xxxxxx 1.00
ApproachDel: 39.0 xxxxxx xxxxxx xxxxxx
LOS by Appr: E * * * * *
*****

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Ione Casino  
 Cumulative Plus Project Alternative D - Friday  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #38 SR-16 / Muirletta South Pkwy  
 Cycle (sec): 50 Critical Vol./Cap. (X): 0.616  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 10.4  
 Optimal Cycle: OPTIMIZED Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Protected Protected  
 Rights: Include OVI Include Include Include  
 Min. Green: 5 5 5 5 5 5 3 7 7 7 7  
 Lanes: 0 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:  
 Base Vol: 0 0 11 3 126 208 834 0 2 445 12  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 2 11 3 126 208 834 0 2 445 12  
 Added Vol: 0 0 0 0 0 0 78 0 0 85 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0  
 Initial Pnt: 0 0 2 11 3 126 208 912 0 2 510 12  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Pnt 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 2 11 3 126 208 912 0 2 530 12  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0  
 RCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MIP 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 2 11 3 126 208 912 0 2 530 12

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj: 0.87 0.77 0.77 0.85 0.92 0.97 1.00 0.92 0.97 0.97 0.97  
 Lanes: 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat: 0 0 1644 1148 313 1615 1753 1845 0 1753 1799 41

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.01 0.08 0.12 0.49 0.00 0.00 0.29 0.29  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.00 0.00 0.10 0.10 0.10 0.31 0.21 0.66 0.00 0.06 0.51 0.51  
 Volume/Cap: 0.00 0.00 0.01 0.10 0.10 0.25 0.57 0.75 0.00 0.02 0.57 0.57  
 Delay/Veh: 0.0 0.0 20.3 20.7 20.7 13.3 20.1 8.3 0.0 22.2 9.3 9.3  
 User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 20.3 20.7 20.7 13.3 20.1 8.3 0.0 22.2 9.3 9.3  
 HCM2KAVG: 0 0 0 0 0 2 4 11 0 0 7 7

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 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #39 SR-16 / Muirletta Pkwy  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.897  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 33.4  
 Optimal Cycle: OPTIMIZED Level Of Service: C  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: OVI OVI OVI OVI  
 Min. Green: 3 7 7 3 7 7 3 7 7 7 7  
 Lanes: 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 0

Volume Module:  
 Base Vol: 147 195 55 55 114 177 212 938 179 45 469 55  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 147 195 55 55 114 177 212 938 179 45 469 55  
 Added Vol: 0 0 0 0 0 0 0 78 0 0 84 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Pnt: 147 195 55 55 114 177 212 1016 179 45 553 55  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Pnt Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 147 195 55 55 114 177 212 1016 179 45 553 55  
 Reduced Vol: 147 195 55 55 114 177 212 1016 179 45 553 55  
 RCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MIP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 147 195 55 55 114 177 212 1016 179 45 553 55

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj: 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 1656 165

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.10 0.03 0.03 0.06 0.11 0.12 0.55 0.11 0.03 0.33 0.33  
 Crit Moves: \*\*\*\*\*  
 Green/Cycle: 0.08 0.14 0.19 0.06 0.12 0.28 0.16 0.55 0.63 0.05 0.44 0.44  
 Volume/Cap: 1.00 0.74 0.18 0.51 0.51 0.40 0.76 1.00 0.18 0.51 0.76 0.76  
 Delay/Veh: 101.1 35.4 20.7 31.5 27.0 18.2 35.2 41.1 4.6 32.9 18.2 18.2  
 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: 101.1 35.4 20.7 31.5 27.0 18.2 35.2 41.1 4.6 32.9 18.2 18.2  
 HCM2KAVG: 7 5 1 3 3 6 28 2 11 2 11 11

Ione Casino  
 Cumulative Plus Project Alternative D - Friday  
 PM Peak Hour

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

Intersection #40 SR-16 / Stone House

Average Delay (sec/v/h): 65.1 Worst Case Level Of Service: F(94.9)  
 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 1 0 0 0 1 0 0 0 0 0 0 1 0

Volume Module:  
 Base Vol: 0 0 0 129 0 36 85 1205 0 0 710 81  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 129 0 36 85 1205 0 0 710 81  
 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 Put: 0 0 0 129 0 36 85 1283 0 0 794 81  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 129 0 36 85 1283 0 0 794 81  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 0 0 0 129 0 36 85 1283 0 0 794 81

Critical Gap Module:  
 Critical Gap: 6.4 xxxxx 6.2 4.1 xxxxx xxxxx xxxxx xxxxx  
 FollowUpTm: 3.5 xxxxx 3.3 2.2 xxxxx xxxxx xxxxx xxxxx  
 Capacity Module:  
 Conflict Vol: xxxxx xxxxx 2288 xxxxx 835 875 xxxxx xxxxx xxxxx xxxxx  
 Potent Cap: xxxxx xxxxx 44 xxxxx 371 767 xxxxx xxxxx xxxxx xxxxx  
 Move Cap: xxxxx xxxxx 40 xxxxx 371 767 xxxxx xxxxx xxxxx xxxxx  
 Volume/Cap: xxxxx xxxxx 3.21 xxxxx 0.11 xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:  
 Queue: xxxxx xxxxx xxxxx 14.4 xxxxx 0.3 0.4 xxxxx xxxxx xxxxx xxxxx  
 Stopped Del: xxxxx xxxxx 1204 xxxxx 15.7 10.3 xxxxx xxxxx xxxxx xxxxx  
 LOS by Move: \* \* \* \* \* F \* \* \* \* \* C \* \* \* \* \* B \* \* \* \* \*  
 Movement: L T - LTR - RT L T - LTR - RT L T - LTR - RT L T - 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: xxxxx \* 944.9 \* xxxxxx \* xxxxxx \*  
 ApproachLOS: \* \* \* \* \* F \*

Ione Casino  
 Cumulative Plus Project Alternative D - Friday  
 PM Peak Hour

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

Intersection #41 SR-16 / Latrobe (SAC)

Average Delay (sec/v/h): 2.9 Worst Case Level Of Service: F(244.1)  
 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 1 0

Volume Module:  
 Base Vol: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 9 0 4 9 0 47 60 1329 22 4 780 15  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Put: 9 0 4 9 0 47 60 1407 22 4 864 15  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 9 0 4 9 0 47 60 1407 22 4 864 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 9 0 4 9 0 47 60 1407 22 4 864 15

Critical Gap Module:  
 Critical Gap: 7.1 xxxxx 6.2 7.1 xxxxx 6.2 4.1 xxxxx xxxxx  
 FollowUpTm: 3.5 xxxxx 3.3 3.5 xxxxx 3.3 2.2 xxxxx xxxxx  
 Capacity Module:  
 Conflict Vol: 2441 xxxxx 1418 2420 xxxxx 872 879 xxxxx xxxxx 1429 xxxxx  
 Potent Cap: 22 xxxxx 170 23 xxxxx 353 764 xxxxx xxxxx 473 xxxxx  
 Move Cap: 18 xxxxx 170 21 xxxxx 353 764 xxxxx xxxxx 473 xxxxx  
 Volume/Cap: 0.51 xxxxx 0.02 0.44 xxxxx 0.13 0.08 xxxxx xxxxx 0.01 xxxxx

Level Of Service Module:  
 Queue: xxxxx xxxxx 0.1 xxxxx xxxxx 0.5 0.3 xxxxx xxxxx 0.0 xxxxx  
 Stopped Del: xxxxx xxxxx 26.7 xxxxx xxxxx 16.8 10.1 xxxxx xxxxx 12.7 xxxxx  
 LOS by Move: \* \* \* \* \* D \* \* \* \* \* C \* \* \* \* \* B \* \* \* \* \*  
 Movement: L T - LTR - RT L T - LTR - RT L T - LTR - RT L T - LTR - RT  
 Shared Cap: 18 xxxxx xxxxx 21 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 SharedQueue: 1.4 xxxxx xxxxx 1.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shrd StpDel: 140.6 xxxxx xxxxx 276.8 xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \*  
 ApproachDel: xxxxx \* 244.1 \* xxxxxx \* xxxxxx \*  
 ApproachLOS: \* \* \* \* \* F \*

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

Intersection #28 SR-88 / SR-124  
Average Delay (sec/veh): 6.3 Worst Case Level Of Service: C (24.5)  
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 1 0 1 0 0 0 0 0 1 0  
Lanes: 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 1 0  
Volume Module:  
Base Vol: 0 0 0 5 0 226 210 531 0 0 447 3  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bst: 0 0 0 5 0 226 210 531 0 0 447 3  
Added Vol: 0 0 0 0 0 81 87 4 0 0 4 4 0  
Buena Vista: 0 0 0 0 0 0 0 35 0 0 6 4 0  
Initial Fct: 0 0 0 5 0 307 297 570 0 0 515 3  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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 5 0 333 322 618 0 0 559 3  
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 0 0 0 5 0 333 322 618 0 0 559 3  
Critical Gap Module:  
Critical Gap: xxxxxx 6.5 xxxxx 6.3 4.2 xxxxx xxxxx xxxxx xxxxx  
FollowupTpm: xxxxxx 3.6 xxxxx 3.4 2.3 xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
Chillic Vol: xxx xxxxxx 1823 xxxxx 560 562 xxxxx xxxxx xxxxx xxxxx  
Potent Cap: xxx xxxxxx 82 xxxxx 516 985 xxxxx xxxxx xxxxx xxxxx  
Move Cap: xxx xxxxxx 61 xxxxx 516 985 xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: xxx xxxxxx 0.09 xxxxx 0.64 0.33 xxxxx xxxxx xxxxx xxxxx  
Level Of Service Module:  
Queue: xxxxx xxx xxxxxx 0.3 xxxxx 4.5 1.4 xxxxx xxxxx xxxxx xxxxx  
Stopped Del: xxxxxx xxx xxxxxx 69.5 xxxxx 23.8 10.4 xxxxx xxxxx xxxxx xxxxx  
LOS by Move: \* \* \* \* \* F \* \* \* \* \* C \* \* \* \* \* B \* \* \* \* \* \* \*  
Movement: L T R L T R L T R L T R L T R L T R L T R  
Shared Cap: xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx  
SharedQueue: xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx  
Shrd Stppel: xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx  
Shared LOS: \*  
ApproachDel: xxxxxx \* \* \* \* \* 24.5 \* \* \* \* \* xxxxxx \*  
ApproachLOS: \* \* \* \* \* C \*

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

Intersection #37 SR-16 / Ione  
Average Delay (sec/veh): 26.7 Worst Case Level Of Service: F (220.4)  
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 Channel 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 1 0 0  
Volume Module:  
Base Vol: 78 0 1 0 0 0 0 0 652 190 0 386 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bst: 78 0 1 0 0 0 0 0 652 190 0 386 0  
Added Vol: 0 0 0 0 0 0 0 0 111 71 0 102 0  
Buena Vista: 129 0 0 0 0 0 0 0 0 -4 0 0 0 0  
Initial Fct: 207 0 1 0 0 0 0 0 0 759 261 0 488 0  
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: 207 0 1 0 0 0 0 0 759 261 0 488 0  
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Final Vol: 207 0 1 0 0 0 0 0 759 261 0 488 0  
Critical Gap Module:  
Critical Gap: xxxxxx 6.4 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx  
FollowupTpm: xxxxxx 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:  
Chillic Vol: 1378 xxxxx 890 xxxxx xxxxx xxxxx xxxxx xxxxx  
Potent Cap: 161 xxxxx 345 xxxxx xxxxx xxxxx xxxxx xxxxx  
Move Cap: 161 xxxxx 345 xxxxx xxxxx xxxxx xxxxx xxxxx  
Volume/Cap: 1.28 xxxxx 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx  
Level Of Service Module:  
Queue: 12.1 xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Stopped Del: 221.4 xxxxx 15.5 xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: \* \* \* \* \* F \* \* \* \* \* C \* \* \* \* \* \* \*  
Movement: L T R L T R L T R L T R L T R L T R L T R  
Shared Cap: xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx  
SharedQueue: xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx  
Shrd Stppel: xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx xxx xxxxxx  
Shared LOS: \*  
ApproachDel: xxxxxx \* \* \* \* \* 220.4 \* \* \* \* \* xxxxxx \*  
ApproachLOS: \* \* \* \* \* F \*

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation (With Buena Vista)  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 SR-104 (Preston) / SR-124 (North)

Cycle (sec): 60 Critical Vol./Cap. (X): 1.073  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/Veh): 69.5  
 Optimal Cycle: 161 Level Of Service: E

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

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

Volume Module:

Base Vol:	160	288	205	51	313	47	36	28	115	152	25	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	288	205	51	313	47	36	28	115	152	25	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Buena Vista:	0	154	103	0	85	0	0	0	0	57	0	2
Initial Pct:	160	442	401	54	398	47	36	28	115	295	25	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	169	466	423	57	420	50	38	30	121	311	26	37
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	169	466	423	57	420	50	38	30	121	311	26	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj/turn:	0.90	0.88	0.88	0.90	0.93	0.93	0.90	0.90	0.90	0.90	0.87	0.87
Lanes:	1.00	0.52	0.48	1.00	0.89	0.11	0.20	0.16	0.64	1.00	0.42	0.58
Final Sat:	1702	873	792	1702	1577	186	345	269	1103	1718	688	963

Capacity Analysis Module:

Vol/Sat:	0.10	0.53	0.53	0.03	0.27	0.27	0.11	0.11	0.11	0.18	0.04	0.04
----------	------	------	------	------	------	------	------	------	------	------	------	------

Crit Moves: \*\*\*\*

Green/Cycle:	0.14	0.47	0.47	0.05	0.38	0.38	0.12	0.12	0.12	0.16	0.16	0.16
Volume/Cap:	0.70	1.13	1.13	0.67	0.70	0.70	0.94	0.94	0.94	1.13	0.24	0.24
Delay/Veh:	33.3	89.8	89.8	46.7	18.9	18.9	73.6	73.6	73.6	118.9	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	89.8	89.8	46.7	18.9	18.9	73.6	73.6	73.6	118.9	22.5	22.5
HCM2KAVG:	5	34	33	2	9	8	7	7	7	15	1	1

Ione Casino  
Cumulative Plus Alternative A Friday - Mitigation (With Buena Vista)  
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): 0.833  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/Veh): 117.7  
 Optimal Cycle: 58 Level Of Service: B

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

Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 5 5 5 5 5 5 5 5 5  
 Lanes: 1 0 0 1 0 0 0 0 1 0 0 0 0 0 1 0 0 0 0 0 1 0 0 0

Volume Module:

Base Vol:	242	10	18	3	11	24	51	285	295	5	212	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	10	18	3	11	24	51	285	295	5	212	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Buena Vista:	0	129	0	0	71	71	0	0	0	0	0	129
Initial Pct:	338	139	18	74	82	24	51	286	360	5	213	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	354	147	19	78	87	25	54	303	403	5	226	142
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MUF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	354	147	19	78	87	25	54	303	403	5	226	142

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj/turn:	0.68	0.94	0.94	0.78	0.78	0.78	0.84	0.84	0.84	0.89	0.89	0.89
Lanes:	1.00	0.89	0.11	0.41	0.46	0.13	0.07	0.40	0.53	0.01	0.61	0.38
Final Sat:	1308	1574	204	606	672	197	113	633	842	24	1021	642

Capacity Analysis Module:

Vol/Sat:	0.27	0.09	0.09	0.13	0.13	0.13	0.48	0.48	0.48	0.22	0.22	0.22
----------	------	------	------	------	------	------	------	------	------	------	------	------

Crit Moves: \*\*\*\*

Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.83	0.29	0.29	0.40	0.40	0.40	0.83	0.83	0.83	0.38	0.38	0.38
Delay/Veh:	31.9	15.4	15.4	16.2	16.2	16.2	17.0	17.0	17.0	7.2	7.2	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:	31.9	15.4	15.4	16.2	16.2	16.2	17.0	17.0	17.0	7.2	7.2	7.2
HCM2KAVG:	11	2	3	4	4	4	15	15	15	5	4	4



Ione Casino  
 Cumulative Plus Alternative A Friday - Mitigation (Mith Buena Vista)  
 PM Peak Hour

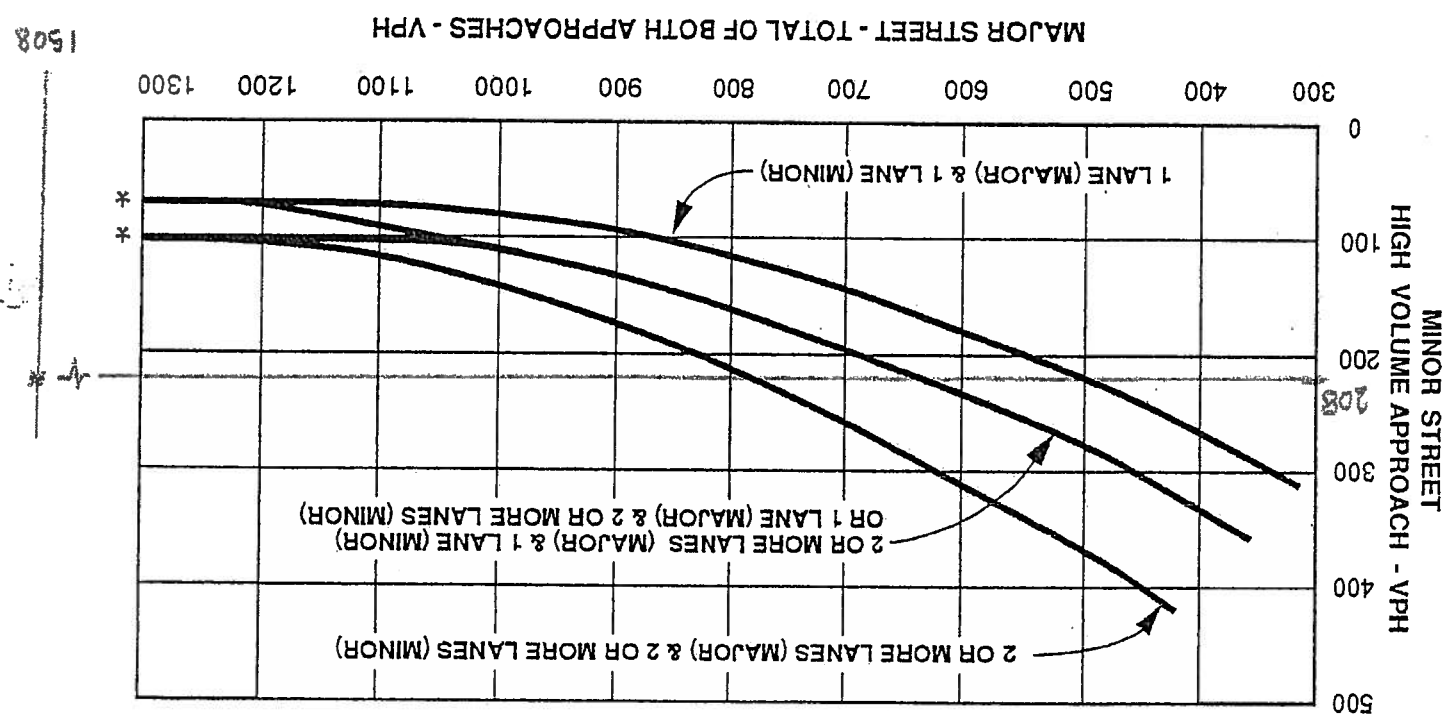
-----  
 Scenario: Cum + Alt A Mitigation Fri  
 Command: Cum + Alt A Mitigation Fri  
 Volume: Cum + Alt A Fri  
 Geometry: Cumulative Mit  
 Impact Fee: Existing  
 Trip Generation: Cum + Alt A Fri  
 Trip Distribution: Default  
 Paths: 2006 (Amador Bypass)  
 Routes: Existing  
 Configuration: Existing

Ione Casino  
 Cumulative Plus Alternative A Friday - Mitigation (Mith Buena Vista)  
 PM Peak Hour

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 Impact Analysis Report  
 Level Of Service

Intersection	Base Del/V/ LOS Veh C	Future Del/V/ LOS Veh C	Change in
# 25 SR-104 (Preston) / SR-124 (Nor	C 22.6 0.680	E 69.5 1.073	+46.883 D/V
# 26 SR-104 (Main) / SR-124 (Church	B 12.0 0.675	B 17.7 0.833	+ 5.667 D/V
# 28 SR-88 / SR-124	C 16.6 0.000	C 24.5 0.000	+ 7.922 D/V
# 37 SR-16 / Ione	D 28.8 0.000	F 220.4 0.000	+191.584 D/V

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.

**APPENDIX AC**  
**SUPPLEMENTAL ANALYSIS – BUENA VISTA**  
**INTERSECTION OPERATIONS CALCULATIONS WITH**  
**MITIGATION MEASURES**



Ione Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #46 SR-16 / Excelsior  
Cycle (sec): 35 Critical Vol./Cap. (X): 0.684  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/Veh): 12.3  
Optimal Cycle:OPTIMIZED Level Of Service: B  
\*\*\*\*\*

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 5 5 5 5 5 5 5 5  
Lanes: 0 1 0 0 0 1 0 0 1 0 1 1 0 1 0 1 1 0

Volume Module:  
Base Vol: 50 74 62 43 122 158 144 563 92 46 697 17  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 50 74 62 43 122 158 144 563 92 46 697 17  
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: 50 74 62 43 122 158 144 563 92 49 757 18  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PMP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PMP Volume: 50 74 65 44 122 158 144 628 92 49 757 18  
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduct Vol: 50 74 65 44 122 158 144 628 92 49 757 18  
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  
MIP Adj: 1.00 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 74 65 44 122 158 144 628 92 49 757 18

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.83 0.83 0.83 0.87 0.87 0.87 0.88 0.88 0.88 0.90 0.89 0.89  
Lanes: 0.26 0.40 0.34 0.13 0.38 0.49 1.00 1.74 0.26 1.00 1.95 0.05  
Final Sat: 417 617 542 226 625 810 1702 2913 427 1702 3315 79

Capacity Analysis Module:  
Vol/Sat: 0.12 0.12 0.12 0.20 0.20 0.20 0.08 0.22 0.22 0.03 0.23 0.23  
Crte Moves: \*\*\*\*\*  
Green/Cycle: 0.29 0.29 0.29 0.29 0.29 0.29 0.12 0.37 0.37 0.09 0.33 0.33  
Volume/Cap: 0.42 0.42 0.42 0.68 0.68 0.68 0.58 0.34 0.34 0.68 0.68 0.68  
Delay/Veh: 10.8 10.8 10.8 15.2 15.2 15.2 23.6 9.5 9.5 16.4 11.8 11.8  
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 10.8 10.8 10.8 15.2 15.2 15.2 23.6 9.5 9.5 16.4 11.8 11.8  
HCMKAVG: 2 2 2 5 5 5 3 4 4 4 5 5

Ione Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #47 SR-16 / Bradshaw  
Cycle (sec): 50 Critical Vol./Cap. (X): 0.850  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/Veh): 23.5  
Optimal Cycle:OPTIMIZED Level Of Service: C  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 108 710 63 386 920 227 268 388 107 80 490 350  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 108 710 63 386 920 227 268 388 107 80 490 350  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 108 710 66 394 920 227 268 441 107 83 539 358  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PMP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PMP Volume: 108 710 66 394 920 227 268 441 107 83 539 358  
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduct Vol: 108 710 66 394 920 227 268 441 107 83 539 358  
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  
MIP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 108 710 66 394 920 227 268 441 107 83 539 358

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.94 0.94 0.92 0.95 0.85 0.90 0.90 0.80 0.90 0.90 0.80  
Lanes: 2.00 1.83 0.17 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat: 3502 3260 303 3502 3610 1515 1702 3404 1523 1702 3404 1523

Capacity Analysis Module:  
Vol/Sat: 0.03 0.22 0.22 0.11 0.25 0.14 0.16 0.13 0.07 0.05 0.16 0.24  
Crte Moves: \*\*\*\*\*  
Green/Cycle: 0.06 0.26 0.26 0.13 0.33 0.51 0.19 0.26 0.32 0.11 0.19 0.32  
Volume/Cap: 0.51 0.85 0.85 0.85 0.78 0.27 0.85 0.50 0.22 0.44 0.85 0.74  
Delay/Veh: 25.0 25.3 25.3 35.1 18.4 7.1 38.9 16.2 12.7 22.4 30.3 21.1  
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: 25.0 25.3 25.3 35.1 18.4 7.1 38.9 16.2 12.7 22.4 30.3 21.1  
HCMKAVG: 2 9 9 6 9 2 7 4 1 1 7 7

Zone Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #44 SR-16 / Grant Line  
Cycle (sec): 40 Critical Vol./Cap. (X): 0.678  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/Veh): 15.4  
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach	North Bound	South Bound	East Bound	West Bound
Movement	L - T - R	L - T - R	L - T - R	L - T - R
Control	Protected	Protected	Protected	Protected
Rights	Include	Include	Include	Include
Min. Green	3 7 7	3 7 7	3 7 7	3 7 7
Lanes	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	13 336	64	280	130	74	854	9	77	801	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	13 336	64	280	130	74	854	9	77	801	71
Added Vol:	0	0	0	0	0	100	0	10	92	0
Passerby Vol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13 336	64	280	130	74	954	9	87	893	71
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:	13 336	64	280	130	74	954	9	87	893	71
Reduced Vol:	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	13 336	64	280	130	74	954	9	87	893	71
PCE Adj:	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
Final Vol:	13 336	64	280	130	74	954	9	87	893	71

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.90	0.92	0.92	0.92	0.92	0.91	0.91
Lanes:	1.00	1.64	0.36	1.00	1.37	0.63	1.00	1.98	0.02	1.00
Final Sat.:	1805	2872	641	1805	2347	1090	1753	3469	33	1753

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.12	0.03	0.12	0.12	0.04	0.28	0.28	0.05	0.28	0.28
Crit Moves:	0.08	0.17	0.17	0.08	0.17	0.17	0.08	0.38	0.38	0.08	0.38	0.38
Green/Cycle:	0.10	0.67	0.67	0.44	0.68	0.68	0.56	0.73	0.73	0.66	0.74	0.74
Volume/Cap:	17.5	18.3	18.3	20.0	18.7	18.7	23.4	12.9	12.9	29.9	13.2	13.2
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	18.3	18.3	20.0	18.7	18.7	23.4	12.9	12.9	29.9	13.2	13.2
HWK2KAVG:	0	4	4	1	4	4	2	7	7	3	7	7

Zone Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations Method (Future Volume Alternative)  
Intersection #45 SR-16 / Sunrise  
Cycle (sec): 40 Critical Vol./Cap. (X): 0.757  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/Veh): 17.4  
Optimal Cycle: OPTIMIZED Level Of Service: B

Approach	North Bound	South Bound	East Bound	West Bound
Movement	L - T - R	L - T - R	L - T - R	L - T - R
Control	Protected	Protected	Protected	Protected
Rights	Include	Include	Include	Include
Min. Green	3 7 7	3 7 7	3 7 7	3 7 7
Lanes	1 0 1 1 0	2 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	15 459	78	337	588	146	127	529	22	76	610	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	15 459	78	337	588	146	127	529	22	76	610	338
Added Vol:	0	0	6	25	0	0	89	0	5	63	23
Passerby Vol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15 459	84	362	588	146	127	598	22	81	673	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	15 459	84	362	588	146	127	598	22	81	673	361
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	15 459	84	362	588	146	127	598	22	81	673	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	15 459	84	362	588	146	127	598	22	81	673	361

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.93	0.95	0.85	0.90	0.90	0.80	0.90	0.80
Lanes:	1.00	1.69	0.31	2.08	2.00	1.00	1.00	2.00	1.00	1.00	2.00
Final Sat.:	1805	2981	546	3502	3610	1615	1702	3404	1523	1702	3404

Capacity Analysis Module:

Vol/Sat:	0.01	0.15	0.15	0.10	0.16	0.09	0.07	0.18	0.01	0.05	0.20	0.24
Crit Moves:	0.08	0.20	0.20	0.14	0.24	0.34	0.10	0.28	0.39	0.08	0.26	0.40
Green/Cycle:	0.10	0.76	0.76	0.76	0.68	0.27	0.76	0.62	0.04	0.63	0.76	0.60
Volume/Cap:	16.5	19.6	19.6	23.4	16.2	9.9	35.3	13.6	7.7	28.0	17.4	11.1
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.5	19.6	19.6	23.4	16.2	9.9	35.3	13.6	7.7	28.0	17.4	11.1
HWK2KAVG:	0	5	5	4	5	2	4	4	0	4	6	5

Cumulative Plus Alternative D Saturday - Mitigation  
Ione Casino  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #42 SR-16 / Dillard  
 Cycle (sec): 75 Critical Vol./Cap. (X): 0.831  
 Loss Time (sec): 9 (YAR = 4 sec) Average Delay (sec/Veh): 15.6  
 Optimal Cycle/OPTIMIZED Level Of Service: B  
 \*\*\*\*\*

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

Volume Module:  
 Base Vol: 137 0 87 0 0 0 0 811 133 96 834 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 137 0 87 0 0 0 0 811 133 96 834 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Passenger/Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 137 0 89 0 0 0 0 922 133 97 936 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PBF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PBF Volume: 137 0 89 0 0 0 0 922 133 97 936 0  
 Reduct Vol: 137 0 89 0 0 0 0 922 133 97 936 0  
 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: 137 0 89 0 0 0 0 922 133 97 936 0

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00  
 Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.87 0.13 1.00 1.00 0.00  
 Final Sat: 1461 0 1615 0 0 0 0 1585 229 1753 1845 0

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.00 0.06 0.00 0.00 0.00 0.58 0.58 0.06 0.51 0.00  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.11 0.00 0.18 0.00 0.00 0.00 0.70 0.70 0.07 0.77 0.00  
 Volume/Cap: 0.83 0.00 0.31 0.00 0.00 0.00 0.83 0.83 0.83 0.66 0.00  
 Delay/Veh: 61.0 0.0 27.3 0.0 0.0 0.0 12.8 12.8 71.6 5.3 0.0  
 User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 61.0 0.0 27.3 0.0 0.0 0.0 12.8 12.8 71.6 5.3 0.0  
 HCM2BAVG: 7 0 2 0 0 0 20 20 5 11 0

Cumulative Plus Alternative D Saturday - Mitigation  
Ione Casino  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #43 SR-16 / Sloughouse  
 Average Delay (sec/Veh): 0.8 Motor 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 0 0 0 1 0 1 0 0 0

Volume Module:  
 Base Vol: 0 0 55 0 0 0 0 963 10 45 916 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 0 0 55 0 0 0 0 963 10 45 916 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Passenger/Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 55 0 0 0 0 1074 10 45 1018 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PBF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PBF Volume: 0 0 55 0 0 0 0 1074 10 45 1018 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Final Vol: 0 0 55 0 0 0 0 0 1074 10 45 1018 0

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

Capacity Module:  
 Conflict Vol: 1079 xxxxx xxxxx xxxxx xxxxx 1084 xxxxx xxxxx  
 Potent Cap.: 268 xxxxx xxxxx xxxxx xxxxx 640 xxxxx xxxxx  
 Move Cap.: 268 xxxxx xxxxx xxxxx xxxxx 640 xxxxx xxxxx  
 Volume/Cap: 0.21 xxxxx xxxxx xxxxx xxxxx 0.07 xxxxx xxxxx

Level Of Service Module:  
 Queue: xxxxx xxxxx 0.8 xxxxx xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx  
 Stopped Del: xxxxx xxxxx 21.9 xxxxx xxxxx xxxxx xxxxx 11.1 xxxxx xxxxx  
 Queue: \*\*\*\*  
 LOS by Move: \* C \* \* \* \* \*  
 Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT  
 Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared Queue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
 Shared LOS: \* \* \* \* \*  
 Approaches: 21.9 \* \* \* \* \*  
 ApproachLOS: C \* \* \* \* \*

Ione Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #40 SR-16 / Stone House  
 Cycle (sec): 65 Critical Vol./Cap. (X): 0.744  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/Veh): 10.6  
 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: 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  
 Min. Green: 0 0 0 0 5 0 0 5 3 7 7 0 0 0 0 0 7 7  
 Volume Module: 0 0 0 0 125 0 81 41 819 0 0 781 84  
 Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Growth Adj: 0 0 0 0 125 0 81 41 819 0 0 781 84  
 Initial Base: 0 0 0 0 125 0 81 41 819 0 0 781 84  
 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 0 125 0 81 41 931 0 0 885 84  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 125 0 81 41 931 0 885 84  
 Reduce Vol: 0 0 0 0 125 0 81 41 931 0 0 885 84  
 Critical Gap: 7.1 3.3 3.5 3.3 6.2 4.1 4.1 2.2 4.1 2.2 4.1 2.2  
 FollowUpTIm: 3.5 3.3 3.5 3.3 6.2 4.1 4.1 2.2 4.1 2.2 4.1 2.2  
 Capacity Module:  
 Conflict Vol: 2071 991 2060 1015 1018 995 995 995 995 995 995 995  
 Potent Cap.: 40 41 301 41 292 678 678 678 678 678 678 678  
 Move Cap.: 36 301 40 292 678 678 678 678 678 678 678 678  
 Volume/Cap: 0.36 0.01 0.05 0.08 0.03 0.01 0.01 0.01 0.01 0.01 0.01 0.01  
 Final Sat.: 0 0 0 1461 0 1615 1753 1845 0 0 1665 158  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lane: 0 0 0 1461 0 1615 1753 1845 0 0 1665 158  
 Final Sat.: 0 0 0 1461 0 1615 1753 1845 0 0 1665 158  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.05 0.02 0.50 0.00 0.00 0.53 0.53  
 Crit Moves: 0.00 0.00 0.00 0.11 0.00 0.16 0.05 0.75 0.00 0.00 0.76 0.76  
 Green/Cycle: 0.00 0.00 0.00 0.76 0.00 0.32 0.51 0.67 0.00 0.00 0.76 0.76  
 Volume/Cap: 0.00 0.00 0.00 0.76 0.00 0.32 0.51 0.67 0.00 0.00 0.76 0.76  
 Delay/Veh: 0.0 0.0 0.0 46.0 0.0 24.9 35.4 5.5 0.0 0.0 8.8 8.8  
 User Delay: 1.00 1.00 1.00 46.0 0.0 24.9 35.4 5.5 0.0 0.0 8.8 8.8  
 Adj/Del/Veh: 0.0 0.0 0.0 46.0 0.0 24.9 35.4 5.5 0.0 0.0 8.8 8.8  
 HOMBKNG: 0 0 0 5 0 2 11 0 0 0 14 14

Ione Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Unsignalized Method (Future Volume Alternative)  
 Intersection #41 SR-16 / Latrobe (Sec)  
 Average Delay (sec/Veh): 1.4 Worst Case Level Of Service: F(1135.8)  
 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 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol: 13 0 2 2 0 24 20 876 7 6 908 6  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 13 0 2 2 0 24 20 876 7 6 908 6  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 13 0 2 2 0 24 20 988 7 6 1012 6  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 13 0 2 2 0 24 20 988 7 6 1012 6  
 Reduce Vol: 0 0 0 0 0 24 20 988 7 6 1012 6  
 Critical Gap: 7.1 3.3 3.5 3.3 6.2 4.1 4.1 2.2 4.1 2.2 4.1 2.2  
 FollowUpTIm: 3.5 3.3 3.5 3.3 6.2 4.1 4.1 2.2 4.1 2.2 4.1 2.2  
 Capacity Module:  
 Conflict Vol: 2071 991 2060 1015 1018 995 995 995 995 995 995 995  
 Potent Cap.: 40 41 301 41 292 678 678 678 678 678 678 678  
 Move Cap.: 36 301 40 292 678 678 678 678 678 678 678 678  
 Volume/Cap: 0.36 0.01 0.05 0.08 0.03 0.01 0.01 0.01 0.01 0.01 0.01 0.01  
 Final Sat.: 0 0 0 1461 0 1615 1753 1845 0 0 1665 158  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lane: 0 0 0 1461 0 1615 1753 1845 0 0 1665 158  
 Final Sat.: 0 0 0 1461 0 1615 1753 1845 0 0 1665 158  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.05 0.02 0.50 0.00 0.00 0.53 0.53  
 Crit Moves: 0.00 0.00 0.00 0.11 0.00 0.16 0.05 0.75 0.00 0.00 0.76 0.76  
 Green/Cycle: 0.00 0.00 0.00 0.76 0.00 0.32 0.51 0.67 0.00 0.00 0.76 0.76  
 Volume/Cap: 0.00 0.00 0.00 0.76 0.00 0.32 0.51 0.67 0.00 0.00 0.76 0.76  
 Delay/Veh: 0.0 0.0 0.0 46.0 0.0 24.9 35.4 5.5 0.0 0.0 8.8 8.8  
 User Delay: 1.00 1.00 1.00 46.0 0.0 24.9 35.4 5.5 0.0 0.0 8.8 8.8  
 Adj/Del/Veh: 0.0 0.0 0.0 46.0 0.0 24.9 35.4 5.5 0.0 0.0 8.8 8.8  
 HOMBKNG: 0 0 0 5 0 2 11 0 0 0 14 14



Ione Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

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

Intersection #30 SR-88 / SR-12 (South)  
Cycle (sec): 85  
Loss Time (sec): 12 (Y+R = 4 sec)  
Optimal Cycle: OPTIMIZED  
Level Of Service: C  
Critical Vol./Cap. (X): 0.661  
Average Delay (sec/Veh): 20.5

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

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

Volume Module:  
Base Vol: 26 673 1 3 536 256 295 1 26 1 0 0 3  
Growth Adj: 1.00  
Initial Bse: 26 673 1 3 536 256 295 1 26 1 0 0 3  
Added Vol: 0 50 0 0 46 19 21 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0  
Initial Fut: 26 723 1 3 582 275 316 1 26 1 0 0 3  
User Adj: 1.00  
Pipe Adj: 1.00  
Pipe Volume: 26 723 1 3 582 275 316 1 26 1 0 0 3  
Reduce Vol: 0  
Reduced Vol: 26 723 1 3 582 275 316 1 26 1 0 0 3  
PCF Adj: 1.00  
MIF Adj: 1.00  
Final Vol: 26 723 1 3 582 275 316 1 26 1 0 0 3

Saturation Flow Module:  
Sat/Lane: 1900  
Adjustment: 0.95 1.00 1.00 0.90 0.94 0.80 0.82 0.82 0.82 0.85 1.00 0.85  
Lanes: 1.00 0.99 0.01 1.00 1.00 0.04 0.86 0.25 0.00 0.75  
Final Sat.: 1805 1897 3 1702 1792 1523 1736 58 1507 406 0 1218

Capacity Analysis Module:  
VOI/Sat: 0.01 0.38 0.38 0.00 0.32 0.18 0.18 0.02 0.02 0.00 0.00 0.00 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.04 0.50 0.50 0.04 0.50 0.74 0.24 0.24 0.24 0.08 0.00 0.08  
Volume/Cap: 0.41 0.76 0.76 0.05 0.65 0.24 0.76 0.07 0.07 0.03 0.00 0.03  
Delay/Veh: 44.4 20.7 20.7 40.0 17.3 3.6 38.0 25.1 25.1 36.0 0.0 36.0  
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 44.4 20.7 20.7 40.0 17.3 3.6 38.0 25.1 25.1 36.0 0.0 36.0  
HCMKRVG: 1 17 17 0 12 2 10 1 1 0 0 0

Ione Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

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

Intersection #36 SR-49 / Pleasant Valley  
Cycle (sec): 45  
Loss Time (sec): 9 (Y+R = 4 sec)  
Optimal Cycle: OPTIMIZED  
Level Of Service: B  
Critical Vol./Cap. (X): 0.766  
Average Delay (sec/Veh): 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: Permitted  
Rights: Ovl Include  
Min. Green: 5  
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: 203 0 273 0 0 0 0 355 187 217 301 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 203 0 273 0 0 0 0 355 187 217 301 0  
Added Vol: 12 0 47 0 0 0 0 0 13 51 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 215 0 320 0 0 0 0 355 200 268 301 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Pipe Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Pipe Volume: 215 0 320 0 0 0 0 355 200 268 301 0  
Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 215 0 320 0 0 0 0 355 200 268 301 0  
PCF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 215 0 320 0 0 0 0 355 200 268 301 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.72 1.00 0.79 1.00 1.00 1.00 1.00 0.95 0.95 0.95 1.00 1.00  
Lanes: 1.00 1.00 1.00 0.00 0.00 0.00 0.00 0.84 0.36 1.00 1.00 0.00  
Final Sat.: 1366 0 1510 0 0 0 0 1156 651 1805 1900 0

Capacity Analysis Module:  
VOI/Sat: 0.16 0.00 0.21 0.00 0.00 0.00 0.00 0.31 0.31 0.15 0.16 0.00  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.21 0.00 0.40 0.00 0.00 0.00 0.00 0.40 0.40 0.19 0.59 0.00  
Volume/Cap: 0.77 0.00 0.53 0.00 0.00 0.00 0.00 0.77 0.77 0.77 0.27 0.00  
Delay/Veh: 28.8 0.0 11.2 0.0 0.0 0.0 0.0 16.6 16.6 26.9 4.5 0.0  
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 28.8 0.0 11.2 0.0 0.0 0.0 0.0 16.6 16.6 26.9 4.5 0.0  
HCMKRVG: 6 0 0 0 0 0 0 9 9 5 2 0

Ionex Casino  
 Cumulative Plus Alternative D 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): 30 Critical Vol./Cap. (X): 0.644  
 Loss Time (sec): 6 (Y+R = 4 sec) Average Delay (sec/veh): 7.3  
 Optimal Cycle: OPTIMIZED Level Of Service: A

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

Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5  
 Lanes: 1 0 0 1 0 0 1 0 0 0 0 1 0 0 0 0 0 0 1 0 0 0

Volume Module:  
 Base Vol: 133 10 18 3 5 13 5 251 231 23 306 2  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 133 10 18 3 5 13 5 251 231 23 306 2  
 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: 227 10 18 3 5 13 5 252 318 23 307 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: 227 10 18 3 5 13 5 252 318 23 307 2  
 Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 227 10 18 3 5 13 5 252 318 23 307 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  
 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: 227 10 18 3 5 13 5 252 318 23 307 2

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.71 0.85 0.86 0.84 0.84 0.84 0.87 0.87 0.90 0.90 0.90  
 Lanes: 1.00 0.36 0.64 0.14 0.24 0.62 0.01 0.44 0.55 0.07 0.92 0.01  
 Final Sat.: 1358 584 1051 229 381 991 14 724 914 118 1581 10

Capacity Analysis Module:  
 Vol/Sat: 0.17 0.02 0.02 0.01 0.01 0.01 0.35 0.35 0.35 0.19 0.19  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.26 0.26 0.26 0.26 0.26 0.54 0.54 0.54 0.54 0.54 0.54  
 Volume/Cap: 0.64 0.07 0.07 0.05 0.05 0.64 0.64 0.64 0.36 0.36 0.36  
 Delay/Veh: 13.9 8.4 8.4 8.4 8.4 6.5 6.5 6.5 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  
 AdjDel/Veh: 13.9 8.4 8.4 8.4 8.4 6.5 6.5 6.5 4.2 4.2 4.2  
 HCM/KVg: 4 0 0 0 0 5 5 5 2 2 2

Ionex Casino  
 Cumulative Plus Alternative D Saturday - Mitigation  
 PM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations Method (Future Volume Alternative)  
 Intersection #29 SR-88 / SR-12 (North)  
 Cycle (sec): 60 Critical Vol./Cap. (X): 0.844  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 21.7  
 Optimal Cycle: OPTIMIZED Level Of Service: C

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

Control: Permitted Permitted Protected Protected  
 Rights: Include OVI Include Include  
 Min. Green: 0 0 0 0 1 0 0 0 1 1 0 0 0 0 0 0 0 0 1 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 0 1 0 0 0 0 0 0 1 0 0 1

Volume Module:  
 Base Vol: 0 0 0 91 0 573 561 394 0 0 413 97  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 91 0 573 561 394 0 0 413 97  
 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 91 0 642 636 394 0 0 413 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: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 91 0 642 636 394 0 0 413 97  
 Reduce Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 91 0 642 636 394 0 0 413 97  
 PCF 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: 0 0 0 91 0 642 636 394 0 0 413 97

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 1442 339

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.43 0.37 0.22 0.00 0.00 0.29 0.29  
 Crit Moves: \*\*\*\*

Green/Cycle: 0.00 0.00 0.00 0.08 0.00 0.51 0.43 0.77 0.00 0.00 0.34 0.34  
 Volume/Cap: 0.00 0.00 0.00 0.78 0.00 0.84 0.85 0.28 0.00 0.00 0.85 0.85  
 Delay/Veh: 0.0 0.0 0.0 50.9 0.0 20.4 24.6 2.2 0.0 0.0 29.7 29.7  
 User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 50.9 0.0 20.4 24.6 2.2 0.0 0.0 29.7 29.7  
 HCM/KVg: 0 0 0 4 0 13 14 0 0 0 12 12

Ione Casino  
Cumulative Plus Alternative D 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): 50  
Loss Time (sec): 12 (Y+R = 4 sec)  
Optimal Cycle: 52  
Average Delay (sec/veh): 22.8  
Level Of Service: C

Approach: North Bound South Bound East Bound West Bound  
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 3 7  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module: 171 248 106 32 226 22 28 33 100 115 76 30  
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 171 248 106 32 226 22 28 33 100 115 76 30  
Added Vol: 0 0 95 0 0 0 0 0 0 88 0 2  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 171 248 201 35 226 22 28 33 100 203 76 32  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90  
PHF Volume: 190 276 224 39 252 24 31 37 111 226 85 36  
Reduced Vol: 0 0 0 0 0 0 0 0 0 226 85 36  
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  
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 190 276 224 39 252 24 31 37 111 226 85 36

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj/turn: 0.90 0.88 0.88 0.90 0.93 0.93 0.91 0.91 0.91 0.90 0.91 0.91  
Lane: 1.00 0.55 0.45 1.00 0.91 0.99 0.17 0.20 0.63 1.00 0.70 0.30  
Final Sat: 1702 923 748 1702 1612 157 300 354 1071 1718 1217 512

Capacity Analysis Module:  
Vol/Sat: 0.11 0.30 0.30 0.02 0.16 0.16 0.10 0.10 0.10 0.13 0.07 0.07  
Ctrl Moves: \*\*\*\*  
Green/Cycle: 0.19 0.39 0.39 0.06 0.26 0.26 0.14 0.14 0.14 0.17 0.17 0.17  
Volume/Cap: 0.60 0.77 0.77 0.38 0.60 0.60 0.74 0.74 0.74 0.77 0.41 0.41  
Delay/Veh: 21.7 18.9 18.9 25.0 18.3 18.3 32.3 32.3 32.3 31.5 19.4 19.4  
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: 21.7 18.9 18.9 25.0 18.3 18.3 32.3 32.3 32.3 31.5 19.4 19.4  
HCM2kV9: 4 9 9 1 5 5 5 5 5 6 2 2

Ione Casino  
Cumulative Plus Alternative D 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): 30  
Loss Time (sec): 6 (Y+R = 4 sec)  
Optimal Cycle: 33  
Average Delay (sec/veh): 8.5  
Level Of Service: A

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

Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 5 5 5 5  
Lanes: 1 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0

Volume Module: 133 10 18 3 5 13 5 251 231 23 306 2  
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 133 10 18 3 5 13 5 251 231 23 306 2  
Added Vol: 94 0 0 0 0 0 0 0 1 87 0 1 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 227 10 18 3 5 13 5 252 318 23 307 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: 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91  
PHF Volume: 249 11 20 3 5 14 5 276 349 25 337 2  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
PCF Adj: 249 11 20 3 5 14 5 276 349 25 337 2  
M/F Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 249 11 20 3 5 14 5 276 349 25 337 2

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj/turn: 0.71 0.86 0.86 0.84 0.84 0.84 0.87 0.87 0.87 0.89 0.89 0.89  
Lane: 1.00 0.36 0.64 0.14 0.24 0.62 0.01 0.44 0.55 0.07 0.92 0.01  
Final Sat: 1355 584 1051 228 381 990 14 724 914 118 1572 10

Capacity Analysis Module:  
Vol/Sat: 0.18 0.02 0.02 0.01 0.01 0.01 0.38 0.38 0.38 0.21 0.21 0.21  
Ctrl Moves: \*\*\*\*  
Green/Cycle: 0.26 0.26 0.26 0.06 0.06 0.06 0.71 0.71 0.71 0.40 0.40 0.40  
Volume/Cap: 0.71 0.07 0.07 0.06 0.06 0.06 0.71 0.71 0.71 0.40 0.40 0.40  
Delay/Veh: 16.5 8.4 8.4 8.4 8.4 8.4 7.7 7.7 7.7 4.3 4.3 4.3  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 16.5 8.4 8.4 8.4 8.4 8.4 7.7 7.7 7.7 4.3 4.3 4.3  
HCM2kV9: 5 0 0 0 0 0 6 6 6 3 3 3

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

Cycle (sec): 50 Critical Vol./Cap. (X): 0.603  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 9.2  
Optimal Cycle: 37 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected  
Rights: OVI Include OVI Include  
Min. Green: 5 5 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 1 0 0 0

Volume Module: 16 0 86 0 0 0 0 401 25 79 681 0  
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 16 0 86 0 0 0 0 401 25 79 681 0  
Added Vol: 0 0 98 0 0 0 0 113 0 90 104 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 16 0 164 0 0 0 0 514 25 169 785 0  
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: 17 0 199 0 0 0 0 556 27 183 850 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 17 0 199 0 0 0 0 556 27 183 850 0  
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: 17 0 199 0 0 0 0 556 27 183 850 0

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Sat/Lane: 1.00 1.00 0.81 1.00 1.00 1.00 1.00 0.93 0.79 0.88 0.93 1.00  
Adjustment: 0.76 1.00 0.81 1.00 1.00 1.00 1.00 0.93 0.79 0.88 0.93 1.00  
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 1.00 0.00  
Final Sat.: 1447 0 1537 0 0 0 0 1759 1495 1671 1759 0

Capacity Analysis Module: 0.01 0.00 0.13 0.00 0.00 0.00 0.00 0.32 0.02 0.11 0.48 0.00  
Vol/Sat: 0.01 0.00 0.13 0.00 0.00 0.00 0.00 0.32 0.02 0.11 0.48 0.00  
Cltl Moves: \*\*\*\*  
Green/Cycle: 0.10 0.00 0.29 0.00 0.00 0.00 0.00 0.53 0.53 0.19 0.72 0.00  
Volume/Cap: 0.12 0.00 0.45 0.00 0.00 0.00 0.00 0.59 0.03 0.59 0.67 0.00  
Delay/Veh: 20.9 0.0 15.4 0.0 0.0 0.0 0.0 8.9 5.5 21.7 5.2 0.0  
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 20.9 0.0 15.4 0.0 0.0 0.0 0.0 8.9 5.5 21.7 5.2 0.0  
HCM2kAVG: 0 0 3 0 0 0 0 7 0 4 8 0

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

Cycle (sec): 60 Critical Vol./Cap. (X): 0.635  
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 8.2  
Optimal Cycle: 40 Level Of Service: A  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 5 5 3 7 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0

Volume Module: 0 0 101 0 6 6 329 0 0 484 179  
Base Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 0 0 101 0 6 6 329 0 0 484 179  
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 0 101 0 6 6 442 0 0 588 179  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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: 107 0 107 0 6 6 467 0 6 622 189  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 107 0 107 0 6 6 467 0 6 622 189  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
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 0 107 0 6 6 467 0 6 622 189

Saturation Flow Module: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Sat/Lane: 1.00 1.00 1.00 0.72 1.00 0.72 0.92 0.97 1.00 1.00 0.94 0.94  
Adjustment: 0.00 0.00 1.00 0.06 1.00 0.06 1.00 1.00 1.00 1.00 0.00 0.23  
Lanes: 0.00 0.00 1.00 0.06 1.00 0.06 1.00 1.00 1.00 1.00 0.00 0.23  
Final Sat.: 0 0 1292 0 77 1753 1845 0 0 1370 417

Capacity Analysis Module: 0.08 0.00 0.08 0.00 0.25 0.00 0.00 0.45 0.45  
Vol/Sat: 0.08 0.00 0.08 0.00 0.25 0.00 0.00 0.45 0.45  
Cltl Moves: \*\*\*\*  
Green/Cycle: 0.00 0.00 0.12 0.00 0.05 0.73 0.00 0.00 0.68 0.68  
Volume/Cap: 0.00 0.00 0.67 0.00 0.67 0.07 0.35 0.00 0.00 0.67 0.67  
Delay/Veh: 0.0 0.0 35.1 0.0 35.1 27.5 3.2 0.0 0.0 7.2 7.2  
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 35.1 0.0 35.1 27.5 3.2 0.0 0.0 7.2 7.2  
HCM2kAVG: 0 0 4 0 0 0 3 0 0 10 10

Ione Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 SR-49 / Empire

Cycle (sec):	35	Critical Vol./Cap. (X):	0.634
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/Veh):	14.2
Optimal Cycle:	35	Level Of Service:	B
Approach:	North Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Permitted
Rights:	Include	OVI	Permitted
Min. Green:	3 7 7	3 7 7	5 5 5
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	81 452	5	2 524	16	28	0	265	5	3	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81 452	5	2 524	16	28	0	265	5	3	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
Initial Fut:	89 528	5	2 607	16	28	0	274	5	3	0
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	98 582	6	2 669	18	31	0	302	6	3	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98 582	6	2 669	18	31	0	302	6	3	0
PCE Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	98 582	6	2 669	18	31	0	302	6	3	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 1900
Adjustment:	0.88 0.93	0.93	0.88 0.92	0.92	0.80 1.00	0.85	0.80 0.80	1.00	1.00	1.00
Lanes:	1.00 0.99	0.01	1.00 0.97	0.03	1.00 0.00	1.00	0.62 0.38	0.00	0.00	0.00
Final Sat:	1671 1741	16	1671 1707	45	1520	0	1615	952 571	0	0

Capacity Analysis Module:

Vol/Sat:	0.06 0.33	0.00 0.39	0.02 0.00	0.19	0.01 0.01	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.09 0.48	0.48	0.12 0.51	0.51	0.14 0.00	0.23	0.14 0.14	0.00	0.00	0.00
Volume/Cap:	0.68 0.70	0.70	0.01 0.76	0.76	0.14 0.00	0.82	0.04 0.04	0.00	0.00	0.00
Delay/Veh:	28.5 9.8	9.8	13.5 10.7	10.7	13.4 0.0	26.2	13.0 13.0	0.0	0.0	0.0
User Delay:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5 9.8	9.8	13.5 10.7	10.7	13.4 0.0	26.2	13.0 13.0	0.0	0.0	0.0
HCM2KAVg:	3 7 7	7	0 8	8	0 0	6	0 0	0	0	0

Ione Casino  
Cumulative Plus Alternative D 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):	60	Critical Vol./Cap. (X):	0.887	
Loss Time (sec):	9 (Y+R = 4 sec)	Average Delay (sec/Veh):	23.5	
Optimal Cycle:	76	Level Of Service:	C	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	OVI	Protected
Min. Green:	5 0 0	5 0 0	0 0 0	7 3 7
Lanes:	1 0 0 0 1	0 0 0 0 0	0 0 1 0 1	1 0 1 0 0

Volume Module:

Base Vol:	417	0	166	0	0	0	228	259	276	343	0
Growth Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	0	166	0	0	0	228	259	276	343	0
Added Vol:	0	0	16	0	0	0	0	211	0	15	195
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	0	182	0	0	0	0	439	259	291	538
User Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97 0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	429	0	0	0	0	0	0	452	267	300	554
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	0	0	0	0	0	0	452	267	300	554
PCE Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
M/F Adj:	1.00 1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	429	0	0	0	0	0	0	452	267	300	554

Saturation Flow Module:

Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900	1900 1900
Adjustment:	0.71 1.00	1.00	1.00 1.00	1.00	1.00 0.93	0.79	0.88 0.93	1.00	1.00	1.00	1.00
Lanes:	1.00 0.00	1.00	0.00 0.00	0.00	0.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00
Final Sat:	1353	0	1900	0	0	0	0	1759	1495	1671	1759

Capacity Analysis Module:

Vol/Sat:	0.32 0.00	0.00 0.00	0.00 0.00	0.00	0.00 0.26	0.18	0.18 0.31	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.36 0.00	0.00	0.00 0.00	0.00	0.00 0.29	0.29	0.20 0.49	0.00	0.00	0.00	0.00
Volume/Cap:	0.89 0.00	0.00	0.00 0.00	0.00	0.00 0.89	0.62	0.89 0.64	0.00	0.00	0.00	0.00
Delay/Veh:	35.8 0.0	0.0	0.0 0.0	0.0	0.0 37.3	21.1	46.7 12.9	0.0	0.0	0.0	0.0
User Delay:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8 0.0	0.0	0.0 0.0	0.0	0.0 37.3	21.1	46.7 12.9	0.0	0.0	0.0	0.0
HCM2KAVg:	14	0	0	0	0	0	12	5	9	9	0

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 Ione Casino  
 Cumulative Plus Alternative D Saturday - Mitigation  
 PM Peak Hour  
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 Signal Warrant Summary Report  
 Base Met (Del / Vol) Future Met (Del / Vol)  
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 Ione Casino  
 Cumulative Plus Alternative D 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): 50 Critical Vol./Cap. (X): 0.637  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/Veh): 19.3  
 Optimal Cycle: 44 Level Of Service: B  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include Include Include

Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7  
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0  
 Volume Module:  
 Base Vol: 59 200 175 19 175 23 27 58 45 242 122 22  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 59 200 175 19 175 23 27 58 45 242 122 22  
 Added Vol: 11 60 1 0 65 0 0 0 0 0 0 0  
 PassengerVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 70 260 176 19 240 23 27 58 57 243 122 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: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98  
 PHF Volume: 71 265 179 19 245 23 28 59 58 248 124 22  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 71 265 179 19 245 23 28 59 58 248 124 22  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 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: 71 265 179 19 245 23 28 59 58 248 124 22

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.88 0.87 0.87 0.88 0.91 0.91 0.95 0.93 0.93 0.95 0.98 0.98  
 Lanes: 1.00 0.60 0.40 1.00 0.91 1.00 0.50 0.50 0.50 1.00 0.85 0.15  
 Final Sat.: 1671 985 667 1671 1585 152 1805 887 872 1805 1573 284  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.27 0.27 0.01 0.15 0.02 0.07 0.07 0.14 0.08 0.08  
 Crit Moves: \*\*\*\*  
 Green/Cycle: 0.12 0.37 0.37 0.06 0.31 0.31 0.10 0.14 0.14 0.19 0.23 0.23  
 Volume/Cap: 0.35 0.73 0.73 0.19 0.50 0.50 0.15 0.48 0.48 0.73 0.34 0.34  
 Delay/Veh: 21.3 17.9 17.9 23.3 14.8 14.8 21.0 21.3 21.3 26.6 16.6 16.6  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 21.3 17.9 17.9 23.3 14.8 14.8 21.0 21.3 21.3 26.6 16.6 16.6  
 HCM2RAVg: 1 8 8 1 4 4 1 2 2 6 2 2

One Casino  
 Cumulative Plus Alternative D Saturday - Mitigation  
 PM Peak Hour

Volume	Northbound	Southbound	Eastbound	Westbound	Total
Type	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
<b>#46 SR-16 / Excelstior</b>					
Base	50	74	62	43	122
Added	0	0	3	1	0
Total	50	74	65	44	122
<b>#47 SR-16 / Bradshaw</b>					
Base	108	710	63	386	920
Added	0	0	3	8	0
Total	108	710	66	394	920
<b>#101 SR-49 / Project Access</b>					
Base	0	538	0	794	0
Added	0	0	136	92	0
Total	0	538	136	92	794
<b>#174 SR-49 / Project Service Access</b>					
Base	0	538	0	794	0
Added	0	136	91	0	126
Total	0	674	91	0	920
<b>#176 Internal Project Intersection</b>					
Base	0	0	0	0	0
Added	0	0	91	0	0
Total	0	0	91	0	0

One Casino  
 Cumulative Plus Alternative D Saturday - Mitigation  
 PM Peak Hour

Intersection	Base Del/V	Future Del/V	Change In
# 7 SR-49 / Main-Fiddletown	B 18.2 0.580	B 19.3 0.637	+ 1.121 D/V
# 9 SR-49 / Empire	B 12.3 0.557	B 14.2 0.634	+ 1.867 D/V
# 10 SR-49 / SR-16	C 23.9 0.783	C 29.5 0.887	+ 5.549 D/V
# 23 SR-16 / SR-124	A 6.7 0.525	A 9.2 0.603	+ 2.523 D/V
# 24 SR-16 / Latrobe (Amador)	A 7.9 0.565	A 8.2 0.635	+ 0.358 D/V
# 25 SR-104 (Preston) / SR-124 (Nor)	B 18.9 0.566	C 22.8 0.734	+ 3.888 D/V
# 26 SR-104 (Main) / SR-124 (Church)	A 5.3 0.534	A 8.5 0.707	+ 3.225 D/V

Ione Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
<b>#28 SR-88 / SR-124</b>					
Base	0	0	193	129	482
Added	0	0	82	89	4
Total	0	0	275	218	486
<b>#29 SR-88 / SR-12 (North)</b>					
Base	0	0	573	561	394
Added	0	0	69	75	0
Total	0	0	642	636	394
<b>#30 SR-88 / SR-12 (South)</b>					
Base	26	673	1	3	536
Added	0	50	0	46	19
Total	26	723	1	582	275
<b>#31 SR-88 / Kettleman</b>					
Base	29	524	5	440	101
Added	0	43	0	40	6
Total	29	567	5	480	107
<b>#32 SR-12 / SR-99 SB Ramps</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0
<b>#33 SR-12 / SR-99 NB Ramps</b>					
Base	0	0	0	0	0
Added	0	19	0	0	0
Total	0	19	0	0	0
<b>#34 Kettleman / SR-99 SB Ramps</b>					
Base	0	0	0	0	0
Added	0	0	5	0	11
Total	0	0	5	0	11
<b>#35 Kettleman / SR-99 NB Ramps</b>					
Base	0	0	0	0	0
Added	0	0	5	6	6
Total	0	0	5	6	6
<b>#36 SR-49 / Pleasant Valley</b>					
Base	203	0	273	0	0
Added	12	0	47	0	0
Total	215	0	320	0	0

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

Ione Casino  
Cumulative Plus Alternative D Saturday - Mitigation  
PM Peak Hour

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
<b>#37 SR-16 / Ione</b>					
Base	97	0	0	0	353
Added	0	0	0	0	113
Total	97	0	0	0	466
<b>#38 SR-16 / Murietta South Pkwy</b>					
Base	0	2	0	4	117
Added	0	0	0	0	112
Total	0	2	0	4	117
<b>#39 SR-16 / Murietta Pkwy</b>					
Base	134	169	65	43	162
Added	0	0	0	0	112
Total	134	169	65	43	162
<b>#40 SR-16 / Stone House</b>					
Base	0	0	0	125	0
Added	0	0	0	0	0
Total	0	0	0	125	0
<b>#41 SR-16 / Latrobe (Sac)</b>					
Base	13	0	0	2	24
Added	0	0	0	0	0
Total	13	0	0	2	24
<b>#42 SR-16 / Dillard</b>					
Base	137	0	87	0	0
Added	0	0	2	0	0
Total	137	0	89	0	0
<b>#43 SR-16 / Sloughhouse</b>					
Base	0	0	55	0	0
Added	0	0	0	0	0
Total	0	0	55	0	0
<b>#44 SR-16 / Grant Line</b>					
Base	13	336	64	60	280
Added	0	0	11	0	0
Total	13	336	75	60	280
<b>#45 SR-16 / Sunrise</b>					
Base	15	459	78	337	588
Added	0	6	25	0	0
Total	15	465	103	337	588

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



Cumulative Plus Alternative D Saturday - Mitigation  
Ione Casino  
PM Peak Hour

Volume Type	Northbound Left Thru Right	Southbound Left Thru Right	Eastbound Left Thru Right	Westbound Left Thru Right	Total Volume
<b>#10 SR-49 / SR-16</b>					
Base	417	0	0	0	417
Added	0	16	0	0	16
Total	417	16	0	0	433
<b>#11 SR-49 / Main (Drycown)</b>					
Base	0	0	0	0	0
Added	0	16	0	0	16
Total	0	16	0	0	16
<b>#12 SR-49 / Water-Amador Creek</b>					
Base	0	0	0	0	0
Added	6	0	0	0	6
Total	6	0	0	0	6
<b>#13 SR-49 / Gopher Flat</b>					
Base	0	0	0	0	0
Added	5	0	0	0	5
Total	5	0	0	0	5
<b>#14 SR-49 / Bureka</b>					
Base	0	0	0	0	0
Added	0	5	0	0	5
Total	0	5	0	0	5
<b>#15 SR-49 / Church</b>					
Base	0	0	0	0	0
Added	0	5	0	0	5
Total	0	5	0	0	5
<b>#16 SR-49 / Ridge-SR-104 (Begin Amador Bypass)</b>					
Base	0	0	0	0	0
Added	0	8	0	0	8
Total	0	8	0	0	8
<b>#17 SR-49 / Jackson Gate-Ione Martell</b>					
Base	0	0	0	0	0
Added	0	0	7	0	7
Total	0	0	7	0	7
<b>#18 SR-49 / SR-88 (North)</b>					
Base	0	0	0	0	0
Added	0	0	7	0	7
Total	0	0	7	0	7

Cumulative Plus Alternative D Saturday - Mitigation  
Ione Casino  
PM Peak Hour

Volume Type	Northbound Left Thru Right	Southbound Left Thru Right	Eastbound Left Thru Right	Westbound Left Thru Right	Total Volume
<b>#19 SR-49 / Sutter</b>					
Base	0	0	0	0	0
Added	0	8	0	0	8
Total	0	8	0	0	8
<b>#20 SR-49 / Hoffman</b>					
Base	0	0	0	0	0
Added	0	7	0	0	7
Total	0	7	0	0	7
<b>#21 SR-49 / Main (Jackson)</b>					
Base	0	0	0	0	0
Added	0	7	0	0	7
Total	0	7	0	0	7
<b>#22 SR-49 / SR-88 (South)</b>					
Base	0	0	0	0	0
Added	0	5	0	0	5
Total	0	5	0	0	5
<b>#23 SR-16 / SR-124</b>					
Base	16	0	0	0	16
Added	0	98	0	0	98
Total	16	98	0	0	114
<b>#24 SR-16 / Latrobe (Amador)</b>					
Base	0	0	101	0	101
Added	0	0	0	0	0
Total	0	0	101	0	101
<b>#25 SR-104 (Precision) / SR-124 (North)</b>					
Base	171	248	106	32	557
Added	0	0	95	3	98
Total	171	248	201	35	655
<b>#26 SR-104 (Main) / SR-124 (Church)</b>					
Base	133	10	18	3	164
Added	94	0	0	0	94
Total	227	10	18	3	258
<b>#27 SR-104 / SR-88</b>					
Base	0	0	0	0	0
Added	0	0	0	0	0
Total	0	0	0	0	0

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 Ione Casino  
 Cumulative Plus Alternative D Saturday - Mitigation  
 PM Peak Hour  
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 Trip Distribution Report  
 Percent Of Trips Default  
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Zone	1	2	3	4	5	6	7	8	9	10	11
	To Gates										
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	12	13	14	15	16	17	18	19	20	21	22
1	6.2	0.4	15.9	0.9	0.9	0.8	0.7	13.2	13.1	1.2	0.1
	To Gates										
23	23	24	25	26							
Zone	1	0.1	0.8	1.4	1.6						

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 Ione Casino  
 Cumulative Plus Alternative D Saturday - Mitigation  
 PM Peak Hour  
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 Turning Movement Report  
 Cum + Alt D Sat  
 -----

Volume Type	Northbound	Southbound	Eastbound	Westbound	Total
#1 Latrobe / Old Sacramento	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
Base	0	0	0	0	0
Added	0	0	23	0	23
Total	0	0	23	0	23
#2 Main / Sherwood	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
Base	0	0	0	0	0
Added	4	0	0	19	23
Total	4	0	0	19	23
#3 Main / Empire	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
Base	0	0	0	0	0
Added	3	0	0	15	18
Total	3	0	0	15	18
#4 Main / Poplar	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
Base	0	0	0	0	0
Added	3	0	0	12	15
Total	3	0	0	12	15
#5 Main / Mill	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
Base	0	0	0	0	0
Added	0	0	0	12	12
Total	0	0	0	12	12
#6 SR-49 / Miller Way	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
Base	24	258	0	190	472
Added	0	60	0	65	125
Total	24	318	0	255	642
#7 SR-49 / Main-Fiddletown	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
Base	59	200	175	19	453
Added	11	60	1	65	137
Total	70	260	176	19	525
#8 SR-49 / Poplar	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
Base	41	447	0	476	964
Added	3	73	0	79	155
Total	44	520	0	555	1119
#9 SR-49 / Empire	Left Thru Right	Left Thru Right	Left Thru Right	Left Thru Right	Volume
Base	81	452	5	2	540
Added	8	76	0	83	167
Total	89	528	5	2	624

Cumulative Plus Alternative D Saturday - Mitigation  
Ione Casino  
PM Peak Hour

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Scenario: Cum + Alt D Mitigation Sat  
Command: Cum + Alt D Mitigation Sat  
Volume: Cumulative NP Saturday  
Geometry: Cumulative Mit  
Impact Fee: Existing  
Trip Generation: Cum + Alt D Sat  
Trip Distribution: Default  
Patches: 2006 (Amador Bypass)  
Routes: Existing  
Configuration: Existing

Cumulative Plus Alternative D Saturday - Mitigation  
Ione Casino  
PM Peak Hour

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Trip Generation Report

Forecast for Cum + Alt D Sat

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trip In	Trip Out	Total % Of	Trip Total
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

Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #46 SR-16 / Excelsior  
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Cycle (sec): 75 Critical Vol./Cap. (X): 0.966  
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 35.2  
 Optimal Cycle/OPTIMIZED Level of Service: D  
 \*\*\*\*\*

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

Control: Permitted Permitted Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 5 5 5 5 3 7 7 7  
 Lanes: 0 1 1 0 0 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol:	43	103	137	22	312	173	195	1291	268	135	698	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bae:	43	103	137	22	312	173	195	1291	268	135	698	41
Added Vol:	0	0	2	1	0	0	0	45	0	2	49	1
PassenbVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Pnt:	43	103	139	23	312	173	195	1336	268	137	747	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	103	139	23	312	173	195	1336	268	137	747	42
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	43	103	139	23	312	173	195	1336	268	137	747	42

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.73	0.93	0.93	0.93	0.90	0.87	0.87	0.90	0.89	0.89
Lanes:	0.15	0.36	0.49	0.05	0.61	0.34	1.00	1.67	0.33	1.00	1.89	0.11
Final Sat.:	208	499	673	80	1091	605	1702	2765	555	1702	3197	180

Capacity Analysis Module:

Vol/Sat:	0.21	0.21	0.21	0.29	0.29	0.29	0.11	0.48	0.48	0.08	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.19	0.50	0.50	0.08	0.39	0.39
Volume/Cap:	0.70	0.70	0.70	0.97	0.97	0.97	0.60	0.97	0.97	0.97	0.60	0.60
Delay/Veh:	28.6	28.6	28.6	56.5	56.5	56.5	30.6	32.8	32.8	99.1	18.9	18.9
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:	28.6	28.6	28.6	56.5	56.5	56.5	30.6	32.8	32.8	99.1	18.9	18.9
HCM2KAVg:	9	9	9	18	18	18	5	25	25	7	8	8

Ione Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

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

\*\*\*\*\*  
 Intersection #47 SR-16 / Bradshaw  
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Cycle (sec): 100 Critical Vol./Cap. (X): 1.012  
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 55.6  
 Optimal Cycle/OPTIMIZED Level of Service: E  
 \*\*\*\*\*

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

Control: Protected Protected Protected Protected  
 Rights: Include OVL OVL OVL OVL  
 Min. Green: 3 7 7 7 3 7 7 7  
 Lanes: 2 0 1 1 0 2 0 2 0 1 0 2 0 1

Volume Module:

Base Vol:	135	931	94	458	1453	672	425	1189	169	123	679	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bae:	135	931	94	458	1453	672	425	1189	169	123	679	219
Added Vol:	0	0	2	6	0	0	0	37	0	2	40	0
PassenbVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Pnt:	135	931	96	464	1453	672	425	1189	169	123	679	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	931	96	464	1453	672	425	1189	169	123	679	219
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCB Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	135	931	96	464	1453	672	425	1189	169	123	679	219

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.95	0.85	0.90	0.90	0.80	0.90	0.90	0.80
Lanes:	2.00	1.81	0.19	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3227	333	3502	3610	1615	1702	3404	1523	1702	3404	1523

Capacity Analysis Module:

Vol/Sat:	0.04	0.29	0.13	0.40	0.42	0.25	0.35	0.11	0.07	0.20	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.04	0.30	0.30	0.14	0.40	0.64	0.25	0.37	0.41	0.08	0.20	0.33
Volume/Cap:	1.01	0.97	0.97	0.97	1.01	0.65	1.01	0.95	0.27	0.95	1.01	0.43
Delay/Veh:	129.1	54.3	54.3	75.2	56.7	12.2	84.5	45.7	20.1	109.3	77.8	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.1	54.3	54.3	75.2	56.7	12.2	84.5	45.7	20.1	109.3	77.8	26.5
HCM2KAVg:	5	21	21	12	30	13	20	23	4	7	16	5

Cumulative Plus Alternative D Friday - Mitigation  
Ione Casino  
PM Peak Hour

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

Intersection #44 SR-16 / Grant Line  
Cycle (sec): 80 Critical Vol./Cap. (X): 0.930  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 37.3  
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach: North Bound South Bound East Bound West Bound  
Movement: 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 3 7 3 7 3 7 3 7  
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0 1 0 1 1 0

Volume Module:  
Base Vol: 0 615 78 178 887 149 214 1406 64 84 618 103  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 615 78 178 887 149 214 1406 64 84 618 103  
Added Vol: 0 0 0 0 0 0 0 69 0 8 75 0  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fuc: 0 615 86 178 887 149 214 1475 64 92 693 103  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PMP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PVP Volume: 0 615 86 178 887 149 214 1475 64 92 693 103  
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  
MVP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 0 615 86 178 887 149 214 1475 64 92 693 103

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 1.00 0.93 0.93 0.95 0.93 0.93 0.92 0.92 0.92 0.92 0.90 0.90  
Lanes: 1.00 1.75 0.25 1.00 1.71 0.29 1.00 1.92 0.08 1.00 1.74 0.26  
Final Sat.: 1900 3110 435 1805 3023 508 1753 3339 145 1753 2994 445

Capacity Analysis Module:  
Vol/Sat: 0.00 0.20 0.20 0.10 0.29 0.29 0.12 0.44 0.44 0.05 0.23 0.23  
Critic Moves: \*\*\*\*

Green/Cycle: 0.00 0.21 0.21 0.11 0.32 0.32 0.18 0.47 0.47 0.06 0.35 0.35  
Volume/Cap: 0.00 0.93 0.93 0.93 0.92 0.92 0.67 0.93 0.93 0.93 0.67 0.67  
Delay/Veh: 0.0 48.9 48.9 80.9 38.4 38.4 35.6 29.6 29.6 105.6 23.6 23.6  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 48.9 48.9 80.9 38.4 38.4 35.6 29.6 29.6 105.6 23.6 23.6  
HCM2KAVG: 0 13 13 8 17 17 6 23 23 5 9 9

Cumulative Plus Alternative D Friday - Mitigation  
Ione Casino  
PM Peak Hour

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

Intersection #45 SR-16 / Sunrise  
Cycle (sec): 85 Critical Vol./Cap. (X): 0.933  
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 38.8  
Optimal Cycle: OPTIMIZED Level Of Service: D

Approach: North Bound South Bound 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 OVI OVI  
Min. Green: 3 7 7 3 7 7 3 7 7 3 7 7  
Lanes: 1 0 1 1 0 2 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:  
Base Vol: 10 769 134 441 1442 276 193 1162 51 65 558 203  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 10 769 134 441 1442 276 193 1162 51 65 558 203  
Added Vol: 0 0 0 4 18 0 0 48 0 4 52 19  
PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fuc: 10 769 138 459 1442 276 193 1210 51 69 610 222  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PMP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PVP Volume: 10 769 138 459 1442 276 193 1210 51 69 610 222  
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  
MVP Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 10 769 138 459 1442 276 193 1210 51 69 610 222

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.95 0.93 0.93 0.92 0.95 0.85 0.90 0.90 0.80 0.80 0.90 0.80  
Lanes: 1.00 1.70 0.30 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1805 2990 537 3502 3610 1615 1702 3404 1523 1702 3404 1523

Capacity Analysis Module:  
Vol/Sat: 0.01 0.26 0.26 0.13 0.40 0.17 0.11 0.36 0.03 0.04 0.18 0.15  
Critic Moves: \*\*\*\*

Green/Cycle: 0.04 0.30 0.30 0.15 0.41 0.57 0.16 0.37 0.40 0.04 0.25 0.40  
Volume/Cap: 0.16 0.86 0.86 0.86 0.97 0.30 0.71 0.97 0.08 0.97 0.71 0.36  
Delay/Veh: 40.9 35.9 35.9 49.1 40.2 9.6 42.6 44.1 15.9 135.0 31.9 18.1  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 40.9 35.9 35.9 49.1 40.2 9.6 42.6 44.1 15.9 135.0 31.9 18.1  
HCM2KAVG: 0 14 14 9 25 4 4 21 5 5 9 4

Home Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

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Level Of Service Computation Report
*****
2000 HCM Operations Method (Future Volume Alternative)
*****
Intersection #42 SR-16 / Dillard
Cycle (sec): 170 Critical Delay /Cap. (X): 1.085
Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/Veh): 57.0
Optimal Cycle: OPTIMIZED Level Of Service: E
*****
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Lanes: 5 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 104 0 145 0 0 0 0 0 0 0 1271 284 89 742 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 104 0 145 0 0 0 0 0 0 0 1271 284 89 742 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 77 0 1 83 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 1348 284 90 825 0
Initial Put: 104 0 146 0 0 0 0 0 0 0 1348 284 90 825 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
RFR Volume: 104 0 146 0 0 0 0 0 0 0 1348 284 90 825 0
Reduce Vol: 104 0 146 0 0 0 0 0 0 0 1348 284 90 825 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 104 0 146 0 0 0 0 0 0 0 1348 284 90 825 0
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.77 1.00 0.85 1.00 1.00 1.00 0.95 0.95 0.92 0.97 1.00
Lanes: 1.00 0.00 1.00 0.00 0.00 0.00 0.00 0.83 0.17 1.00 1.00 1.00 0
Final Sat.: 1461 0 1615 0 0 0 0 0 1489 314 1753 1845 0
Capacity Analysis Module:
Vol/Sat: 0.07 0.00 0.09 0.00 0.00 0.00 0.00 0.91 0.91 0.05 0.45 0.00
Critic Moves: ****
Green/Cycle: 0.07 0.00 0.11 0.00 0.00 0.00 0.00 0.83 0.83 0.05 0.88 0.00
Volume/Cap: 1.09 0.00 0.80 0.00 0.00 0.00 0.00 1.09 1.09 1.09 0.51 0.00
Delay/Veh: 196.3 0.0 95.3 0.0 0.0 0.0 0.0 64.2 64.2 204.9 2.4 0.0
User Delay: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 196.3 0.0 95.3 0.0 0.0 0.0 0.0 64.2 64.2 204.9 2.4 0.0
HCM2KAVG: 11 0 9 0 0 0 0 101 101 8 9 0
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Home Casino  
 Cumulative Plus Alternative D Friday - Mitigation  
 PM Peak Hour

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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): 2.6 Worst Case Level Of Service: F [ 68.7]
*****
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 1 0 0 0 1 0 0 0 0 0 0 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 6 0 0 81 0 0 0 0 0 0 1479 12 44 794 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 0 0 81 0 0 0 0 0 0 1479 12 44 794 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 77 0 0 83 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 1348 284 90 825 0
Initial Put: 6 0 0 81 0 0 0 0 0 0 1556 12 44 877 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
RFR Volume: 6 0 0 81 0 0 0 0 0 0 1556 12 44 877 0
Reduce Vol: 6 0 0 81 0 0 0 0 0 0 1556 12 44 877 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 6 0 0 81 0 0 0 0 0 0 1556 12 44 877 0
Critical Gap Module:
Critical Gap: 6.4 xxxxx 6.2 xxxxx xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim: 3.5 xxxxx 3.3 xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx
Capacity Module:
Conflict Vol.: 2527 xxxxx 1562 xxxxx xxxxx xxxxx xxxxx 1568 xxxxx xxxxx
Potential Cap.: 31 xxxxx 139 xxxxx xxxxx xxxxx xxxxx 418 xxxxx xxxxx
Move Cap.: 28 xxxxx 139 xxxxx xxxxx xxxxx xxxxx 418 xxxxx xxxxx
Volume/Cap: 0.21 xxxxx 0.58 xxxxx xxxxx xxxxx xxxxx 0.11 xxxxx xxxxx
Level Of Service Module:
Queue: 0.7 xxxxx 3.0 xxxxx xxxxx xxxxx xxxxx 0.4 xxxxx xxxxx
Stopped Del.:162.7 xxxxx 51.7 xxxxx xxxxx xxxxx xxxxx 14.6 xxxxx xxxxx
LOS By Move: F * * * * *
Movement: LT - LTR - RT * * * * *
Shared Cap: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared Delay: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * *
ApproachDel: 68.7 * * * * *
ApproachLOS: F * * * * *
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